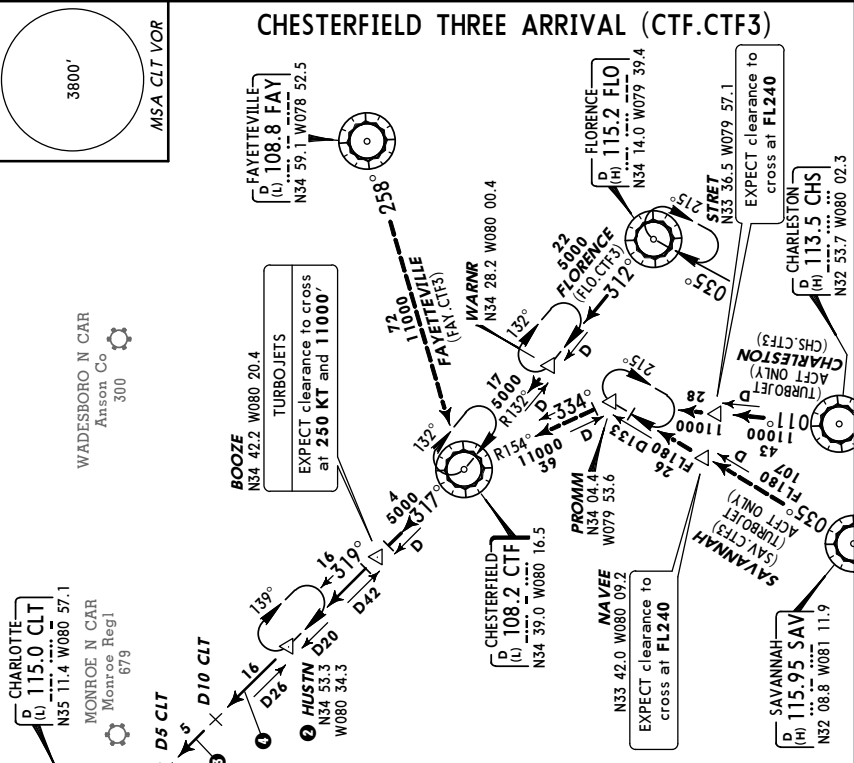


KCLT/CLT
CHARLOTTE/DOUGLAS INTL
1 MAY 09
10-2A Eff 7 May **STAR**

CHARLOTTE/DOUGLAS INTL
 D-ATIS Arrival
121.15

Apt Elev
 See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. DME required.
 2. CHARLESTON and SAVANNAH transitions for Turbojet aircraft only.
 3. Also serves **1**



CHESTERFIELD THREE ARRIVAL (CTF.CTF3)

Direct distance from CLT to:

- 1** AIRPORTS SERVED
 - Anson Co **44 NM**
 - Cleveland Co Regl **32 NM**
 - Gastonia Mun **10 NM**
 - Jaars-Townsend **22 NM**
 - Lincoln Co Regl **20 NM**
 - Monroe Regl **19 NM**

ROUTING	
From over CTF via CTF R-317 to BOOZE.	
LANDING CHARLOTTE/DOUGLAS INTL	
1	Then via CLT R-139 to HUSTN. EXPECT RADAR vectors to final approach course.
2	Then via CLT R-139 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.
3 LANDING ALL OTHER AIRPORTS	
EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.	

KCLT/CLT
CHARLOTTE/DOUGLAS INTL

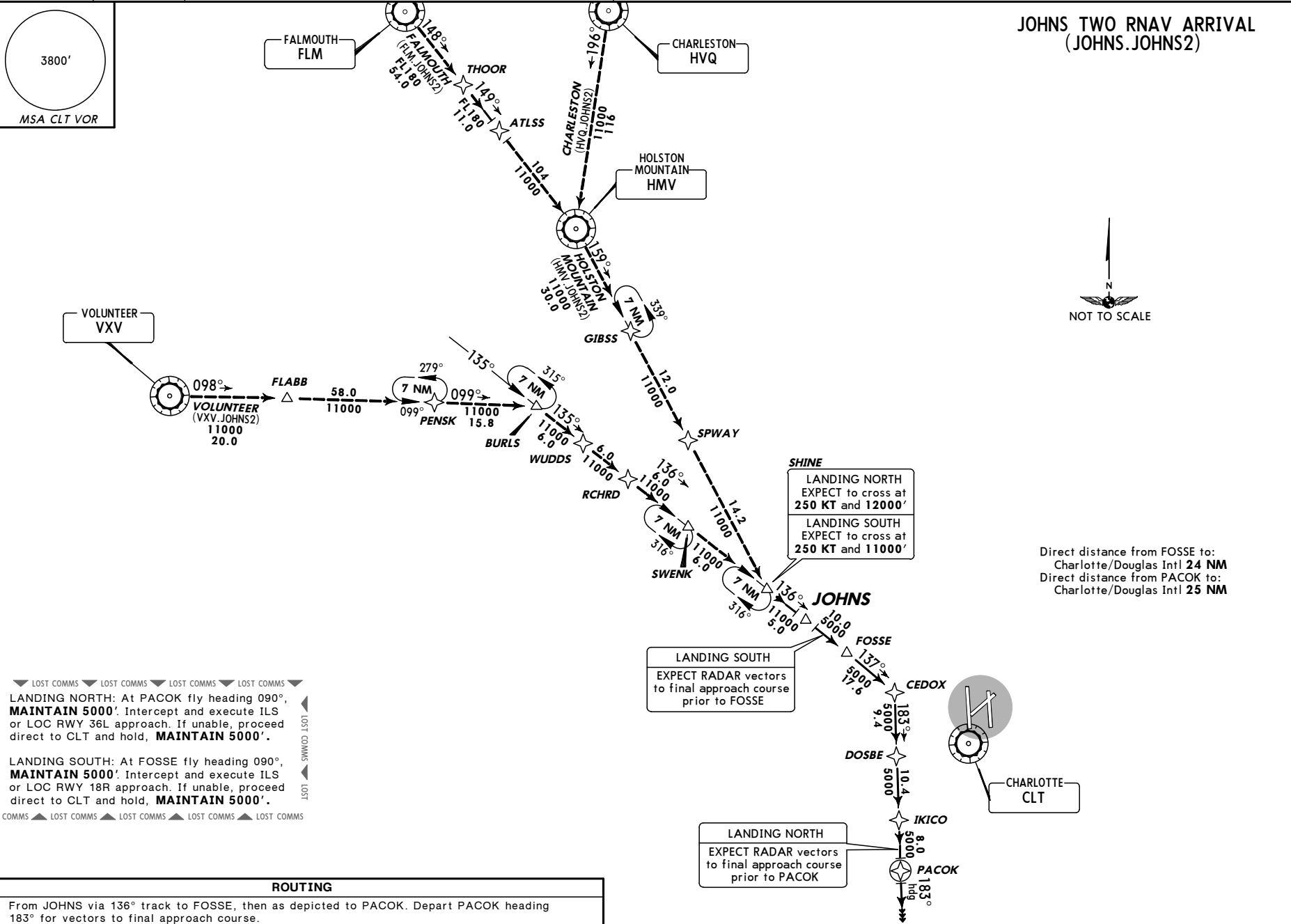


**CHARLOTTE,
 N CAR**

1 MAY 09 (10-2B) Eff 7 May RNAV STAR

D-ATIS Arrival **121.15**
 Apt Elev **748'**
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
 4. This STAR applicable to Turbojet aircraft only.

5. HOLSTON MOUNTAIN and FALMOUTH transitions: BZM, CLT and HMV DMEs must be operational for non-GPS equipped aircraft. 6. CHARLESTON and VOLUNTEER transitions: BZM and CLT DMEs must be operational for non-GPS equipped aircraft. 7. CTF DME must be operational.



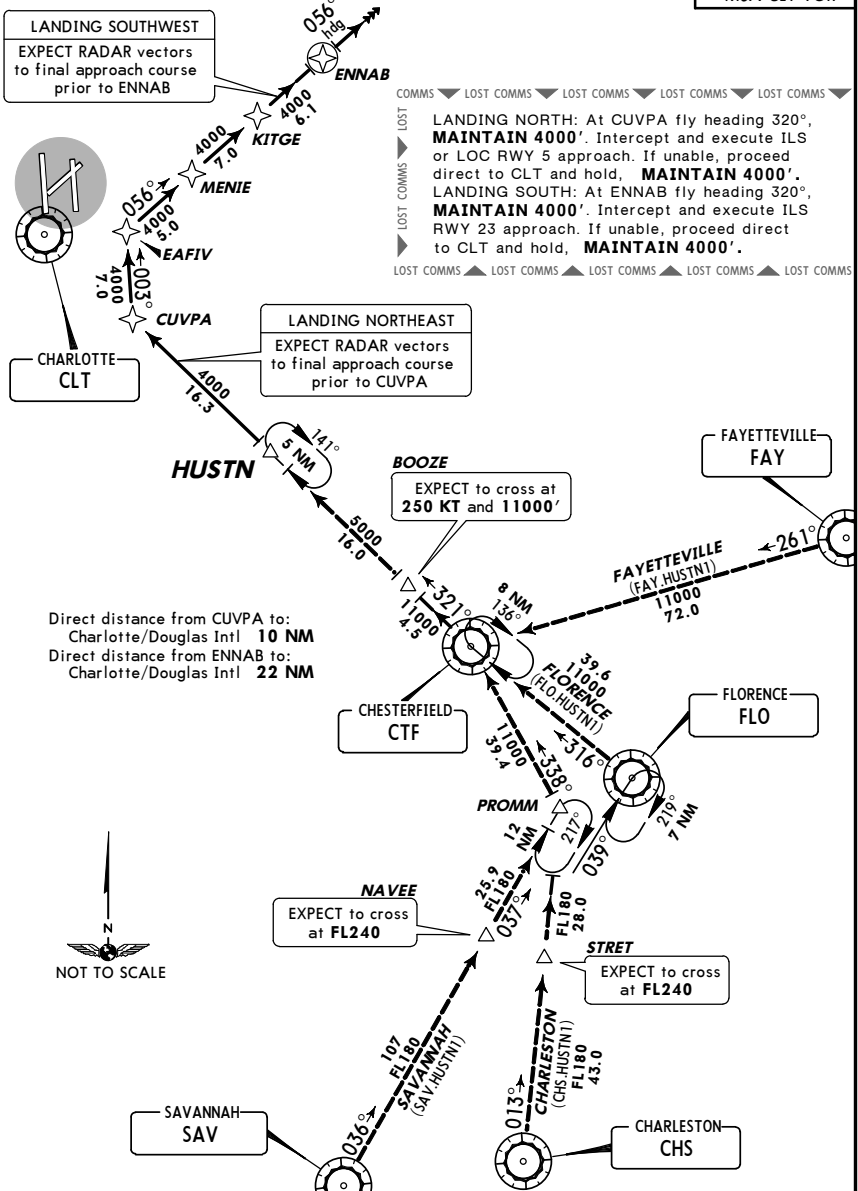
KCLT/CLT
 CHARLOTTE/DOUGLAS INTL

JEPPesen
 10-2C 1 MAY 09
 Eff 7 May

CHARLOTTE, N CAR
 RNAV STAR

D-ATIS Arrival 121.15	Apt Elev 748'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. This STAR applicable to Turbojet aircraft only. 4. RADAR required. 5. BZM, CLT and CAE must be operational for non-GPS equipped aircraft.	3800'
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HUSTN ONE RNAV ARRIVAL (HUSTN.HUSTN1)



ROUTING

From HUSTN via 321° track to CUVPA, then as depicted to ENNAB. Depart ENNAB heading 056° for vectors to final approach course.

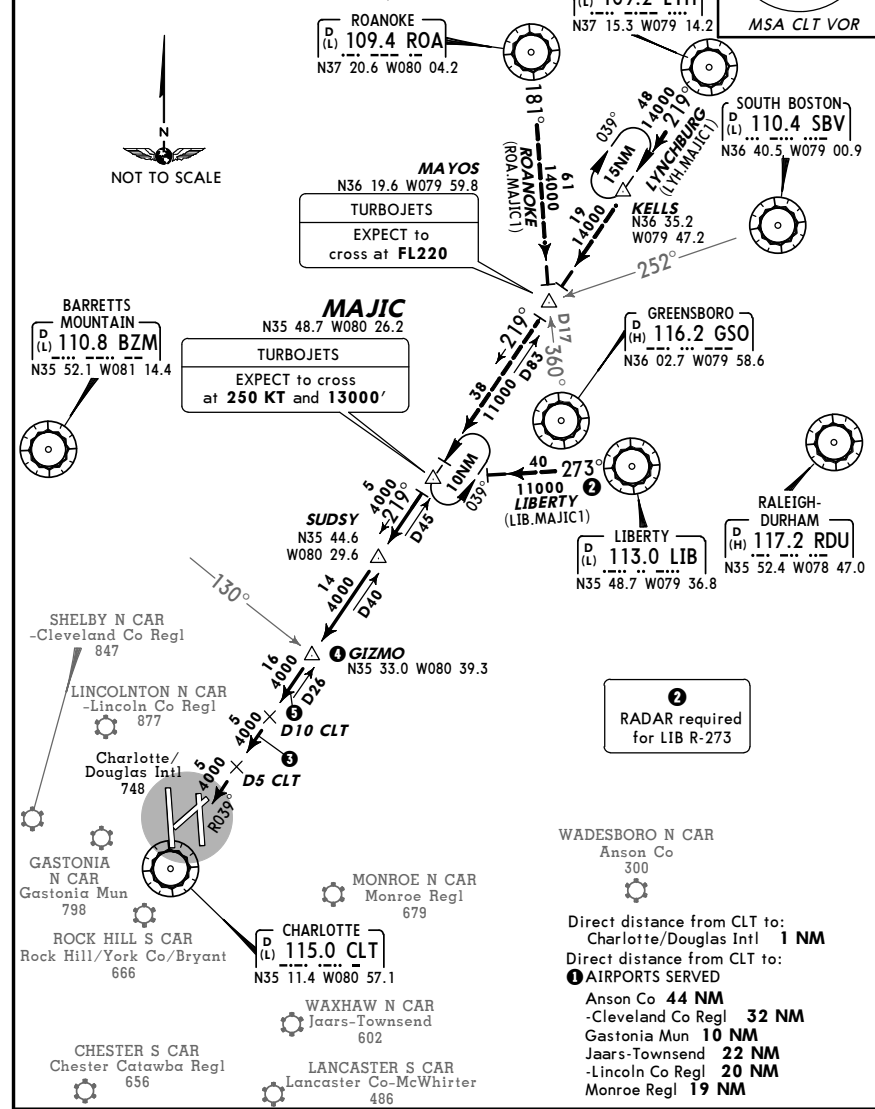
KCLT/CLT
 CHARLOTTE/DOUGLAS INTL

JEPPesen
 10-2D 15 MAY 09

CHARLOTTE, N CAR
 STAR

CHARLOTTE/DOUGLAS INTL D-ATIS Arrival 121.15	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME required. 2. Also serves 1	3800'
---	-------------------------	--	-------

MAJIC ONE ARRIVAL (MAJIC.MAJIC1)



LANDING CHARLOTTE/DOUGLAS INTL

1 NORTH	From over MAJIC via CLT R-039 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.
2 SOUTH	From over MAJIC via CLT R-039 to GIZMO. EXPECT RADAR vectors to final approach course.

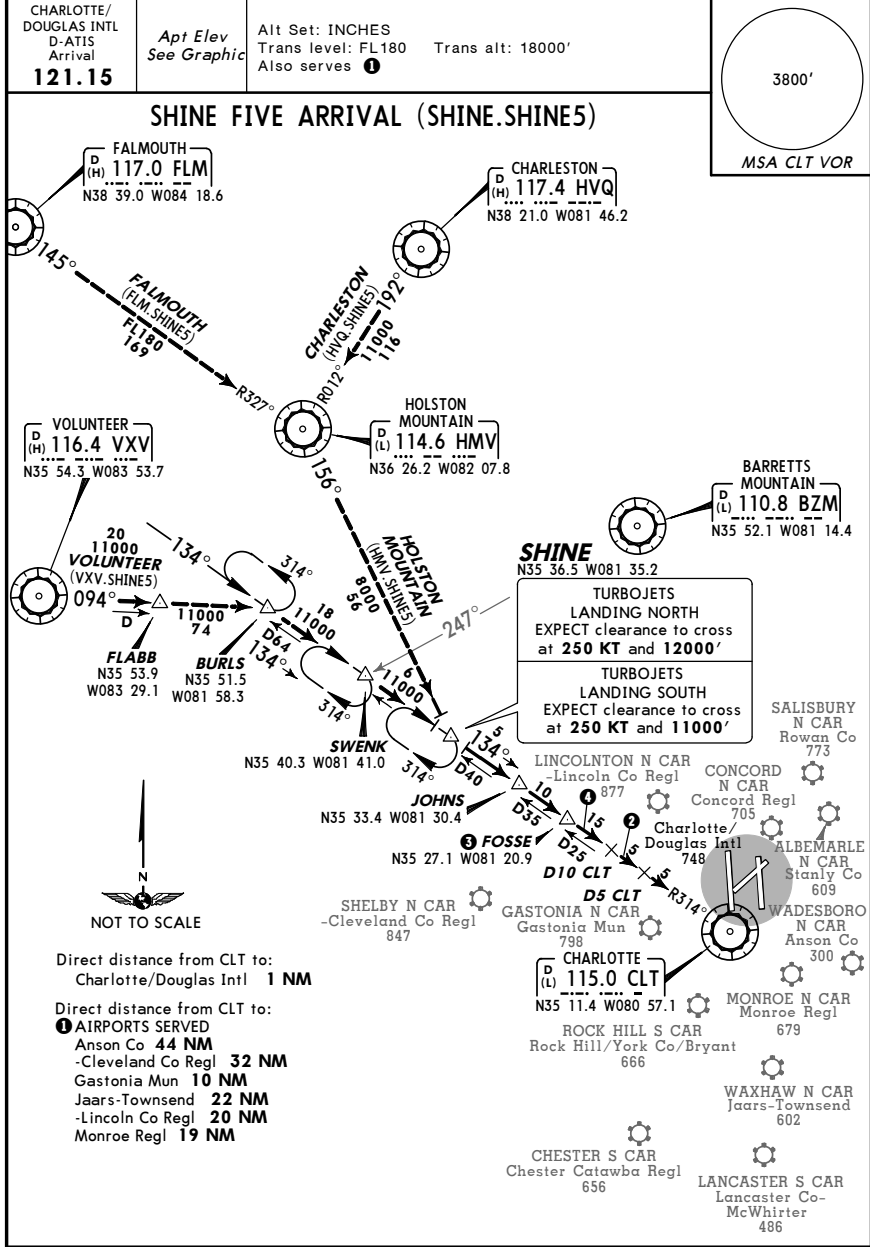
3 LANDING ALL OTHER AIRPORTS

From over MAJIC via CLT R-039 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL

JEPPESEN
 10-2E 15 MAY 09

CHARLOTTE, N CAR
 STAR



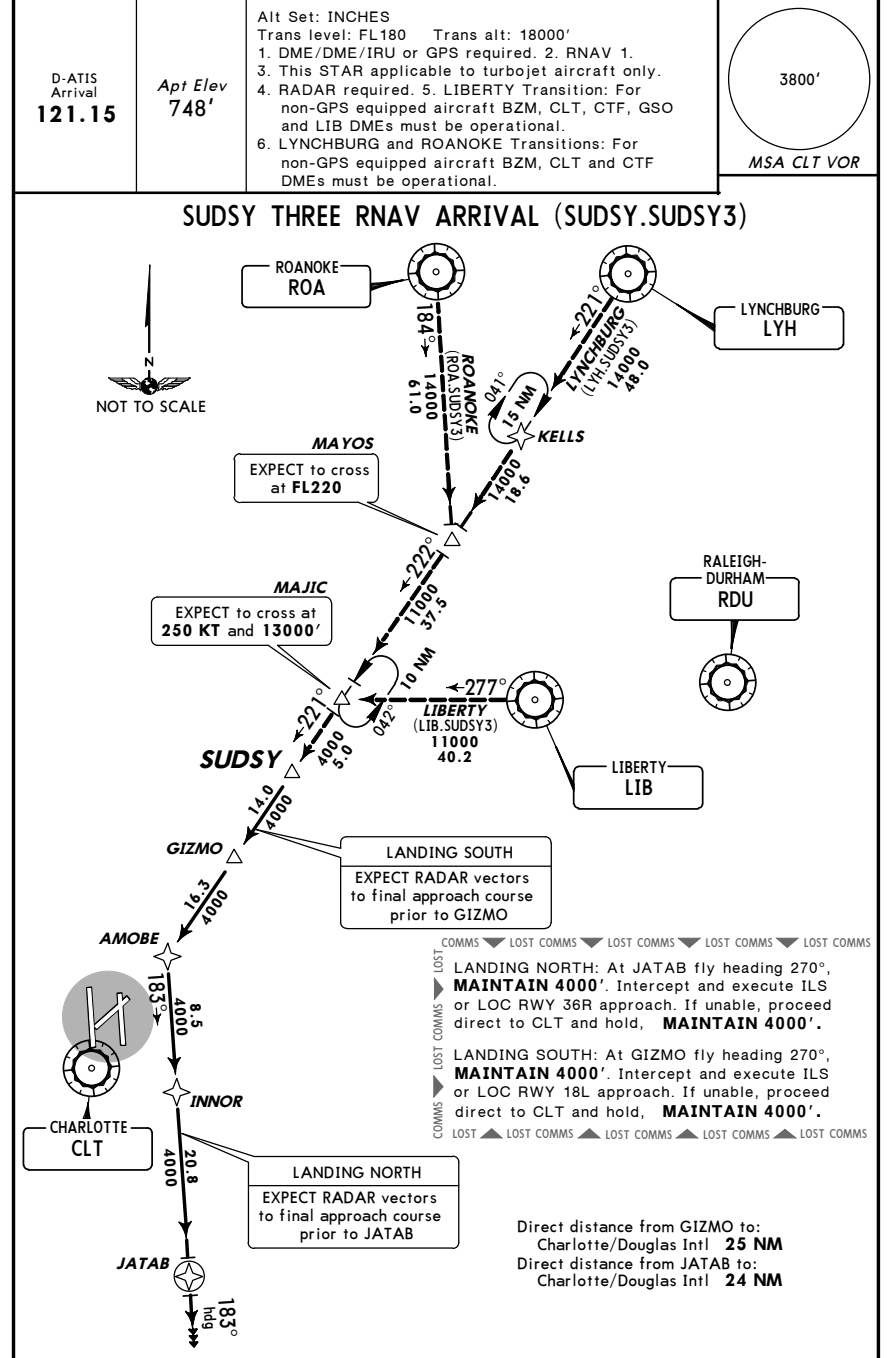
LANDING CHARLOTTE/DOUGLAS INTL	
2 NORTH	From over SHINE via CLT R-314 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.
3 SOUTH	From over SHINE via CLT R-314 to FOSSE. EXPECT RADAR vectors to final approach course.
1 LANDING ALL OTHER AIRPORTS	
From over SHINE via CLT R-314 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.	

CHANGES: Lincoln Co Regl, Rock Hill/York Co/Bryant airport elevations. © JEPPESEN, 2007, 2009. ALL RIGHTS RESERVED.

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL

JEPPESEN
 10-2F 19 SEP 08
 Eff 25 Sep

CHARLOTTE, N CAR
 RNAV STAR



ROUTING	
From SUJSY via 221° track to GIZMO, then as depicted to JATAB. Depart JATAB heading 183° for vectors to final approach course.	

CHANGES: Procedure renumbered, revised. © JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

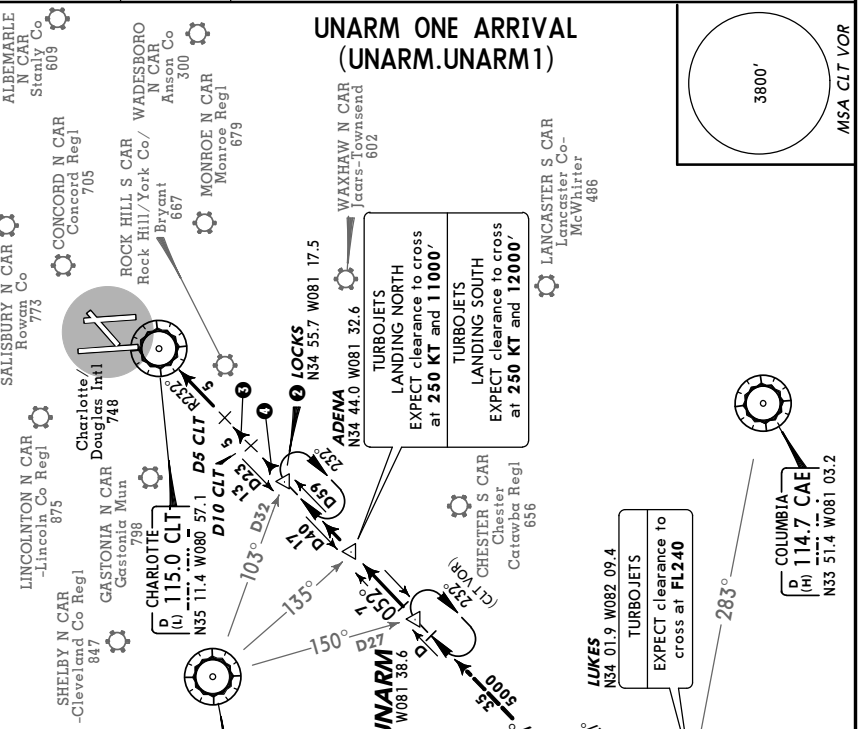
KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPesen
 19 SEP 08
 (10-2G) Eff 25 Sep

CHARLOTTE, N CAR

STAR

CHARLOTTE/DOUGLAS INTL D-ATIS Arrival 121.15	Apt Elev See Graphic	Alt Set: INCHES Also serves 1	Trans level: FL180 Trans alt: 18000'
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LANDING CHARLOTTE/DOUGLAS INTL

2 From over UNARM via CLT R-232 to LOCKS. EXPECT RADAR vectors to final approach course.

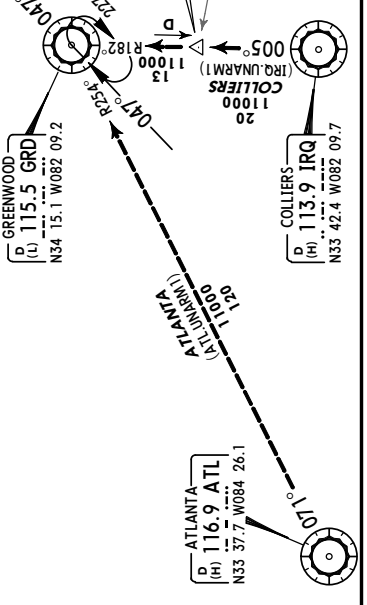
3 From over UNARM via CLT R-232 to CLT. EXPECT RADAR vectors to final approach course prior to D5 CLT.

4 **LANDING ALL OTHER AIRPORTS**

From over UNARM via CLT R-232 to CLT. EXPECT RADAR vectors to destination airport or final approach course prior to D10 CLT.

Direct distance from CLT to:
 Charlotte/Douglas Intl **1 NM**

Direct distance from CLT to:
1 AIRPORTS SERVED
 Anson Co **44 NM**
 -Cleveland Co Regl **32 NM**
 Gastonia Mun **10 NM**
 Jaars-Townsend **22 NM**
 -Lincoln Co Regl **20 NM**
 Monroe Regl **19 NM**



KCLT/CLT
CHARLOTTE/DOUGLAS INTL

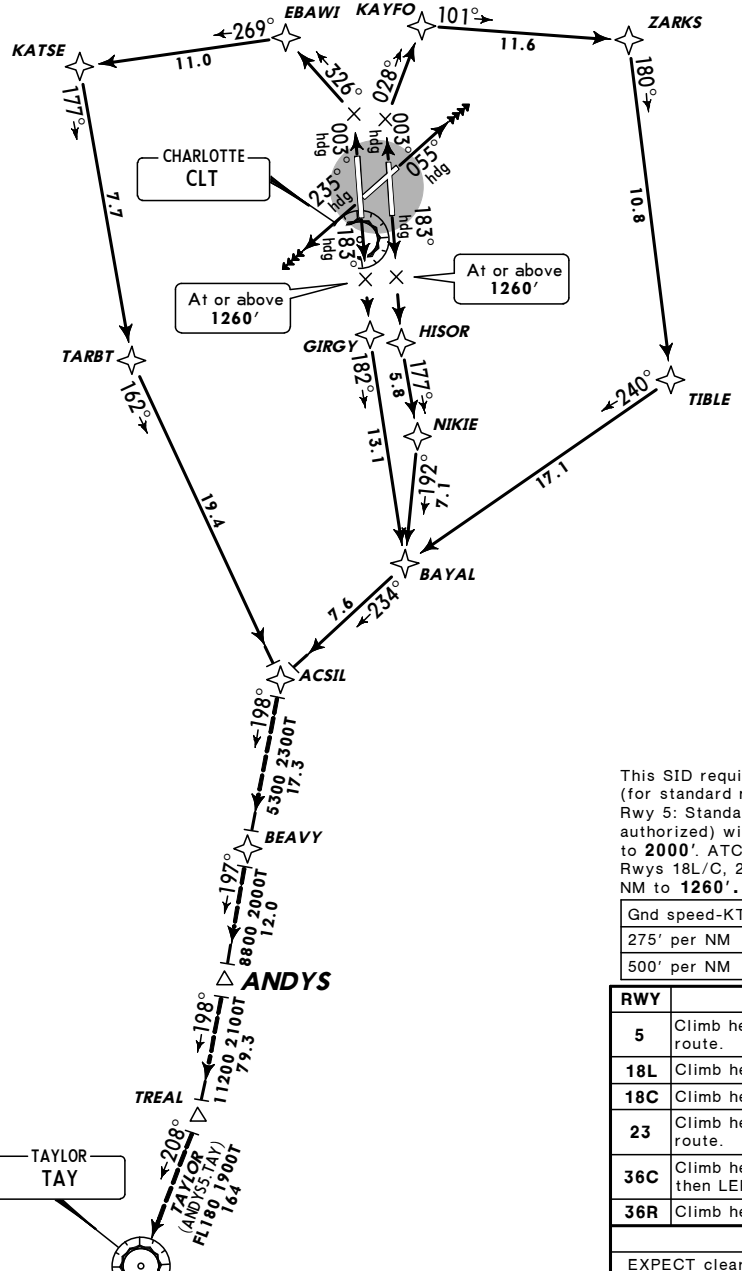
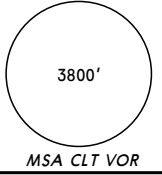
JEPPESEN

**CHARLOTTE,
 N CAR**

9 JAN 09 **10-3** Eff 15 Jan **RNAV SID**

- | | | | |
|--|----------------------------|--|--|
| CHARLOTTE
Departure (R)
124.0 | Apt
Elev
748' | Trans level: FL180
Trans alt: 18000'

1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. For turbojets only.
5. If unable to accept climb rates, advise ATC on initial contact. | 6. Transponder code will be issued via PDC or Charlotte clearance delivery.
7. For non-GPS equipped aircraft: CLT and SPA DMEs must be operational for take-off Rwy 18L/C; BZM, CLT and SPA DMEs must be operational for take-off Rwy 36C; CLT and CTF DMEs must be operational for take-off Rwy 36R; CAE, CLT, FLO and SPA DMEs must be operational for take-off Rws 5, 23.
8. Accelerate to 250 KT, if unable, advise ATC. |
|--|----------------------------|--|--|



**ANDYS FIVE RNAV DEPARTURE
 (ANDYS5.ANDYS)**
**SPEED DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**

Direct distance from Charlotte/Douglas Intl
 (Rwys 5, 23) to: ACSIL **22 NM**
 (Rwy 18L) to: HISOR **4 NM**
 (Rwy 18C) to: GIRGY **3 NM**
 (Rwy 36C) to: EBAWI **6 NM**
 (Rwy 36R) to: KAYFO **6 NM**



OBSTACLES
 Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL.
 Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL.
 Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275' per NM to **2000'**. ATC climb of 500' per NM to **1260'**.
 Rwys 18L/C, 23, 36C/R: ATC climb of 500' per NM to **1260'**.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500

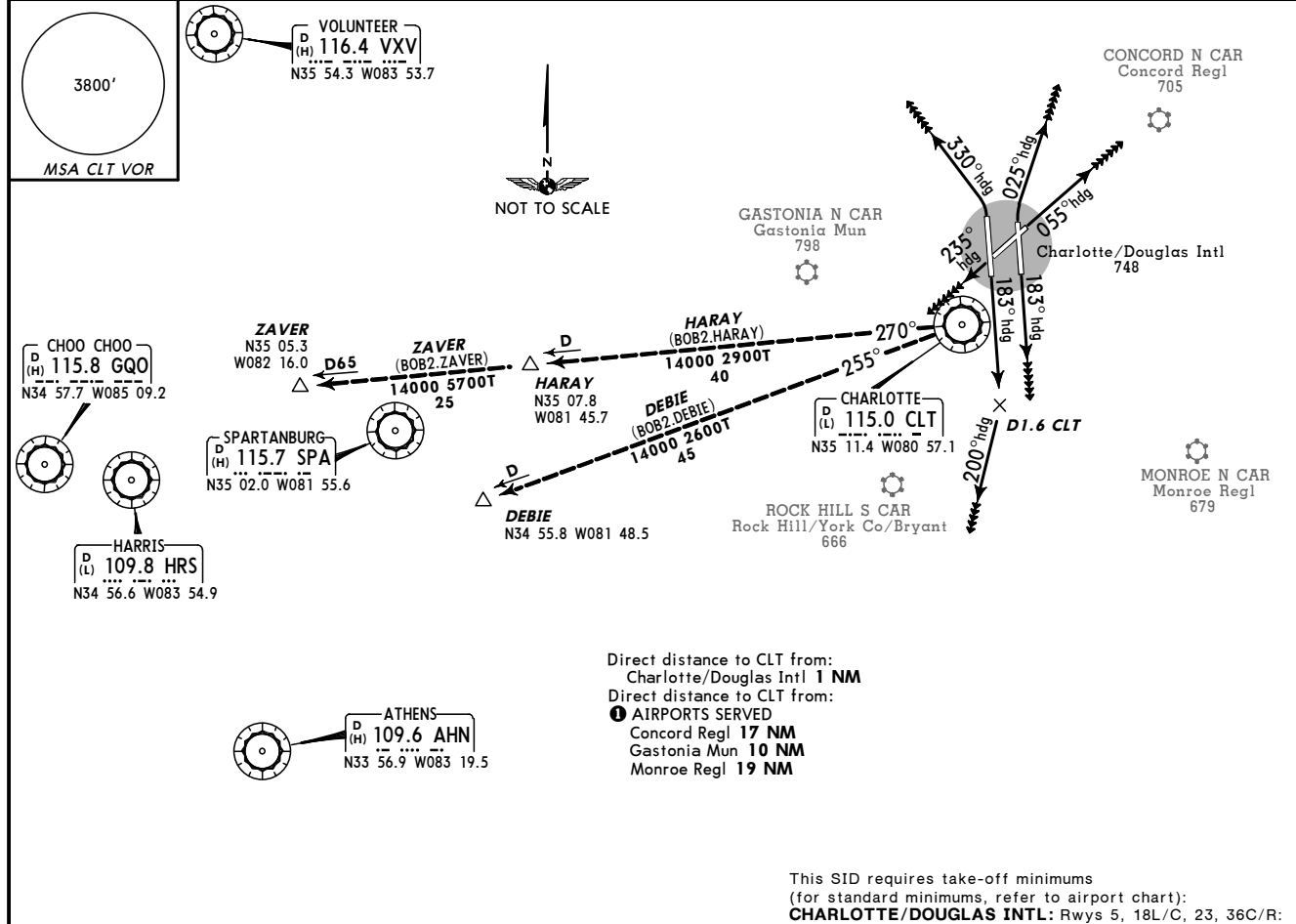
RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to ACSIL, then via depicted route.	MAINTAIN 8000'
18L	Climb heading 183° to 1260' , then direct HISOR, then via depicted route to ACSIL.	
18C	Climb heading 183° to 1260' , then direct GIRGY, then via depicted route to ACSIL.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to ACSIL, then via depicted route.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then LEFT turn via 177° track to TARBT, then via depicted route to ACSIL.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to ACSIL.	
ROUTING		
EXPECT clearance to filed altitude within 10 minutes after departure.		

KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN
 9 JAN 09 **10-3A** Eff 15 Jan

**CHARLOTTE,
 N CAR**
SID

- | | | | | |
|---|-------------------------|---|---|--|
| CHARLOTTE Departure (R)
120.5 | Apt Elev
See Graphic | Trans level: FL180
Trans alt: 18000' | 1. RADAR and DME required.
2. For turbojets only.
3. Also serves 1 | 4. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
5. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.
6. GASTONIA MUN, MONROE REGL only: Transponder code will be issued via Charlotte Clearance Delivery.
7. Accelerate to 250 KT, if unable, advise ATC. |
|---|-------------------------|---|---|--|



**BOBCAT TWO DEPARTURE
 (BOB2.BOB)**
**SPEED DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**

OBSTACLES
CHARLOTTE/DOUGLAS INTL: Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.
CONCORD REGL: Rwy 2: Multiple poles and trees beginning 2444' from DER, 6' LEFT of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from DER, 242' RIGHT of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from DER, 2049' LEFT of centerline, 164' AGL/908' MSL.
 Rwy 20: Multiple street lights beginning 3047' from DER, 196' RIGHT of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1581' RIGHT of centerline, up to 100' AGL/849' MSL.
GASTONIA MUN: Rwy 3: Multiple trees beginning 1200' from DER, 433' LEFT of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from DER, 371' RIGHT of centerline, up to 136' AGL/885' MSL.
 Rwy 21: Antenna and multiple trees beginning 269' from DER, 210' LEFT of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from DER, 264' RIGHT of centerline, up to 136' AGL/885' MSL.
MONROE REGL: Rwy 5: Multiple trees beginning 57' from DER, 379' RIGHT of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from DER, 998' LEFT of centerline, up to 100' AGL/759' MSL.
 Rwy 23: Trees 3637' from DER, 733' RIGHT of centerline, 100' AGL/769' MSL. Trees 1.3 NM from DER, 1254' LEFT of centerline, 100' AGL/757' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rws 5, 18L/C, 23, 36C/R: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to **1000'**, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.
 Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 267' per NM to **2500'**.
GASTONIA MUN: Rws 3, 21: Standard (or lower than standard, if authorized).
MONROE REGL: Rws 5, 23: Standard (or lower than standard, if authorized).

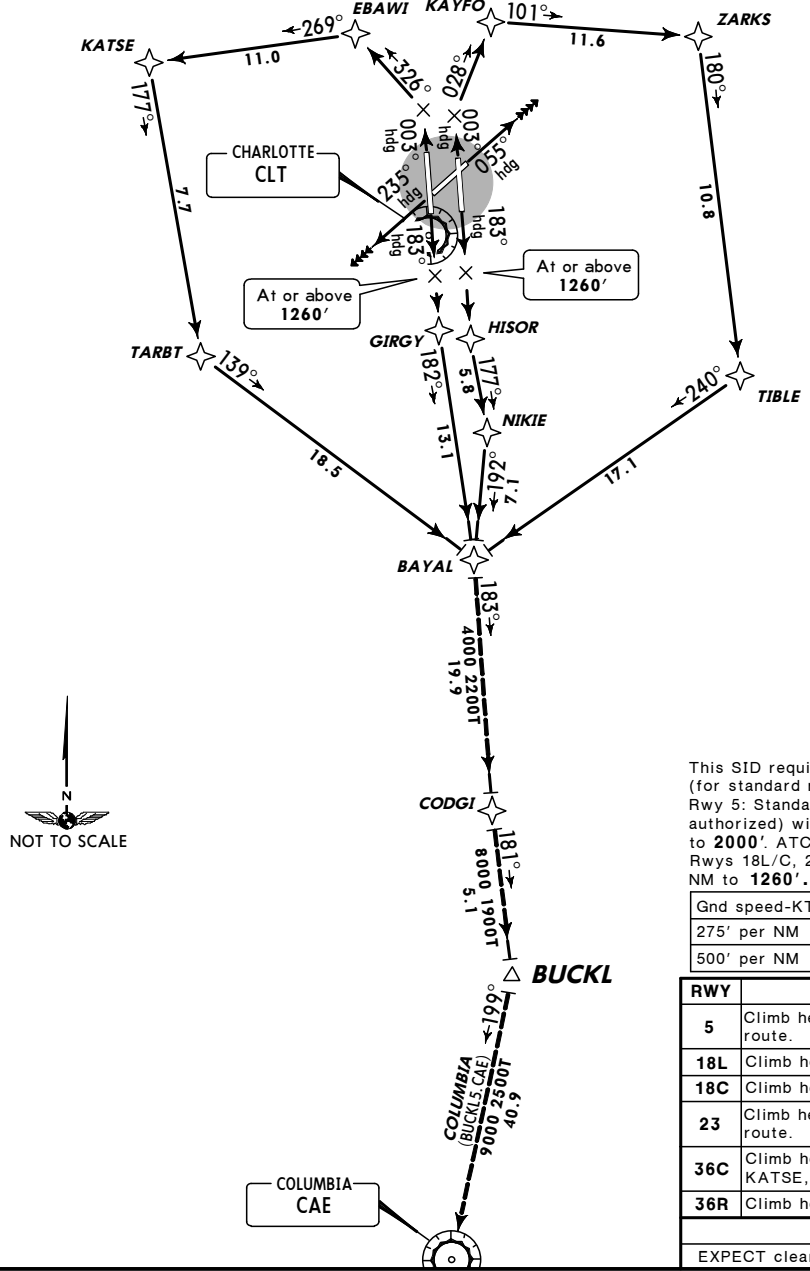
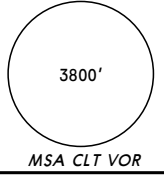
Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
267' per NM	334	445	668	890	1113	1335

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwy 5: Climb heading 055°. Rwy 18L: Climb heading 183°. Rwy 18C: Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. Rwy 23: Climb heading 235°. Rwy 36C: Climbing LEFT turn heading 330°. Rwy 36R: Climbing RIGHT turn heading 025°.	MAINTAIN 8000'
CONCORD REGL	Rwy 2: Climb heading 016°. Rwy 20: Climb heading 196°.	MAINTAIN 3000'
GASTONIA MUN	Rwy 3: Climb heading 034°. Rwy 21: Climb heading 214°.	MAINTAIN 3400'
MONROE REGL	Rwy 5: Climb heading 053°. Rwy 23: Climb heading 233°.	MAINTAIN 3000'
ROUTING		
EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.		

KCLT/CLT
CHARLOTTE/DOUGLAS INTL

**CHARLOTTE,
 N CAR**

CHARLOTTE Departure (R) 124.0	Apt Elev 748'	Trans level: FL180 Trans alt: 18000'	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. For non-GPS equipped aircraft: CLT and CTF DMEs must be operational for take-off Rwy 18L/C, 36R; BZM, CLT and CTF DMEs must be operational for take-off Rwy 36C; CTF DME must be operational for take-off Rwy 5, 23. 8. Accelerate to 250 KT, if unable, advise ATC.
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**BUCKL FIVE RNAV DEPARTURE
 (BUCKL5.BUCKL)**
**SPEED DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**

Direct distance from Charlotte/Douglas Intl
 (Rwys 5, 23) to: BAYAL 16 NM
 (Rwy 18L) to: HISOR 4 NM
 (Rwy 18C) to: GIRGY 3 NM
 (Rwy 36C) to: EBAWI 6 NM
 (Rwy 36R) to: KAYFO 6 NM

OBSTACLES
 Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL.
 Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL.
 Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL.
 Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 2000'. ATC climb of 500' per NM to 1260'.
 Rwys 18L/C, 23, 36C/R: ATC climb of 500' per NM to 1260'.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500

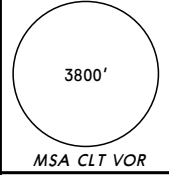
RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to BAYAL, then via depicted route.	MAINTAIN 8000'
18L	Climb heading 183° to 1260', then direct HISOR, then via depicted route to BAYAL.	
18C	Climb heading 183° to 1260', then direct GIRGY, then via depicted route to BAYAL.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to BAYAL, then via depicted route.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then LEFT turn via 177° track to TARBT, then via depicted route to BAYAL.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to BAYAL.	
ROUTING		
EXPECT clearance to filed altitude within 10 minutes after departure.		

KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN
 9 JAN 09 **(10-3C)** Eff 15 Jan

**CHARLOTTE,
 N CAR**
RNAV SID

CHARLOTTE Departure (R) 120.5	Apt Elev 748'	Trans level: FL180 Trans alt: 18000'	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. For non-GPS equipped aircraft: BZM, CLT, and GRD DMEs must be operational for take-off Rwy 18L; BZM and CLT DMEs must be operational for take-off Rwy 18C and 36C/R; BZM, CLT, GRD and SPA DMEs must be operational for take-off Rwy 5, 23. 8. Accelerate to 250 KT, if unable, advise ATC.
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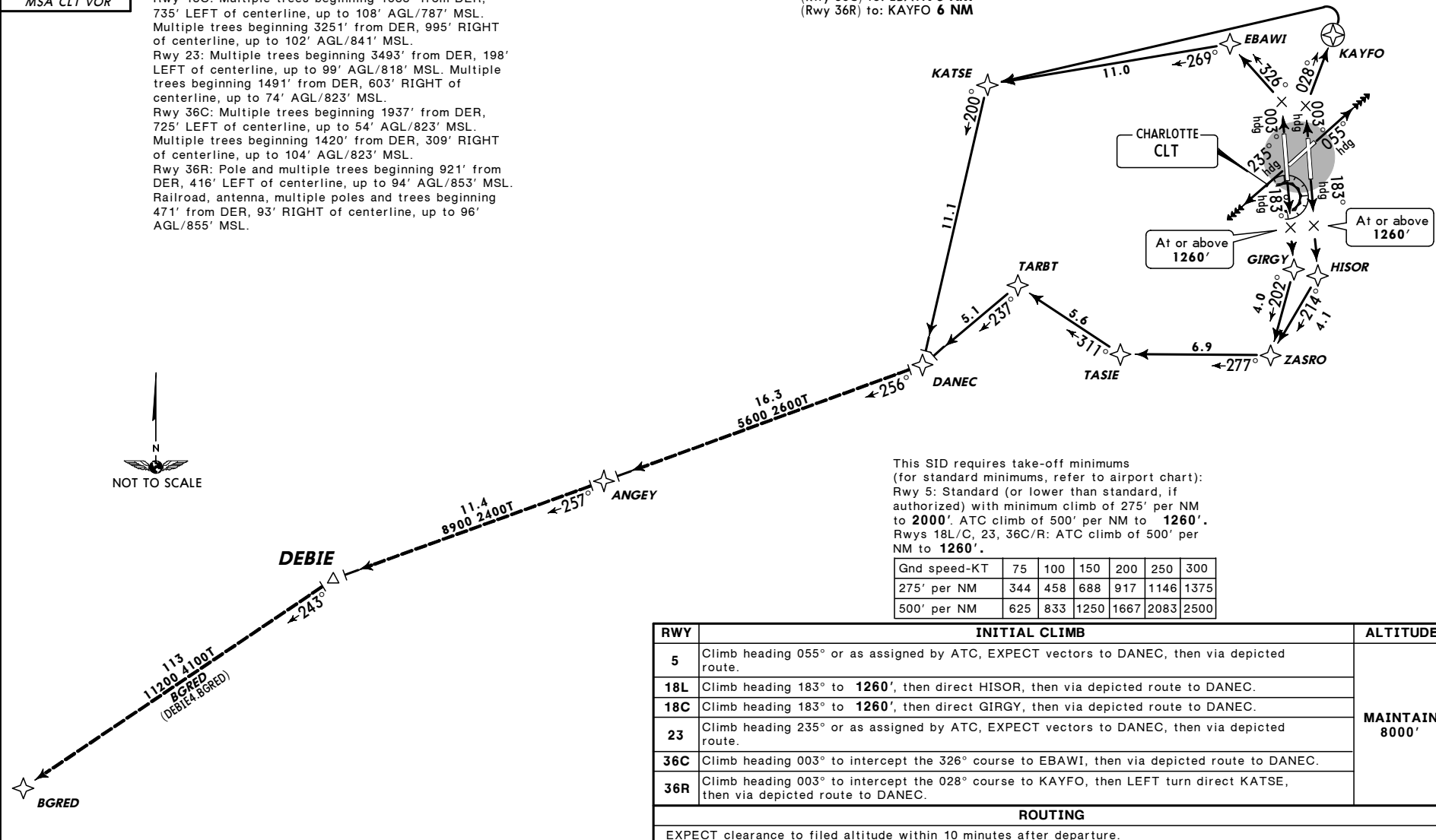


OBSTACLES
 Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL.
 Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL.
 Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

**DEBIE FOUR RNAV DEPARTURE
 (DEBIE4.DEBIE)**

**SPEED DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**

Direct distance from Charlotte/Douglas Intl
 (Rwys 5, 23) to: DANEC **18 NM**
 (Rwy 18L) to: HISOR **4 NM**
 (Rwy 18C) to: GIRGY **3 NM**
 (Rwy 36C) to: EBAWI **6 NM**
 (Rwy 36R) to: KAYFO **6 NM**



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275' per NM to **2000'**. ATC climb of 500' per NM to **1260'**.
 Rwys 18L/C, 23, 36C/R: ATC climb of 500' per NM to **1260'**.

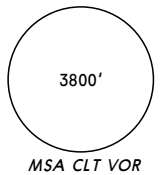
Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to DANEC, then via depicted route.	MAINTAIN 8000'
18L	Climb heading 183° to 1260' , then direct HISOR, then via depicted route to DANEC.	
18C	Climb heading 183° to 1260' , then direct GIRGY, then via depicted route to DANEC.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to DANEC, then via depicted route.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to DANEC.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then LEFT turn direct KATSE, then via depicted route to DANEC.	
ROUTING		
EXPECT clearance to filed altitude within 10 minutes after departure.		

KCLT/CLT
CHARLOTTE/DOUGLAS INTL

**CHARLOTTE,
 N CAR**

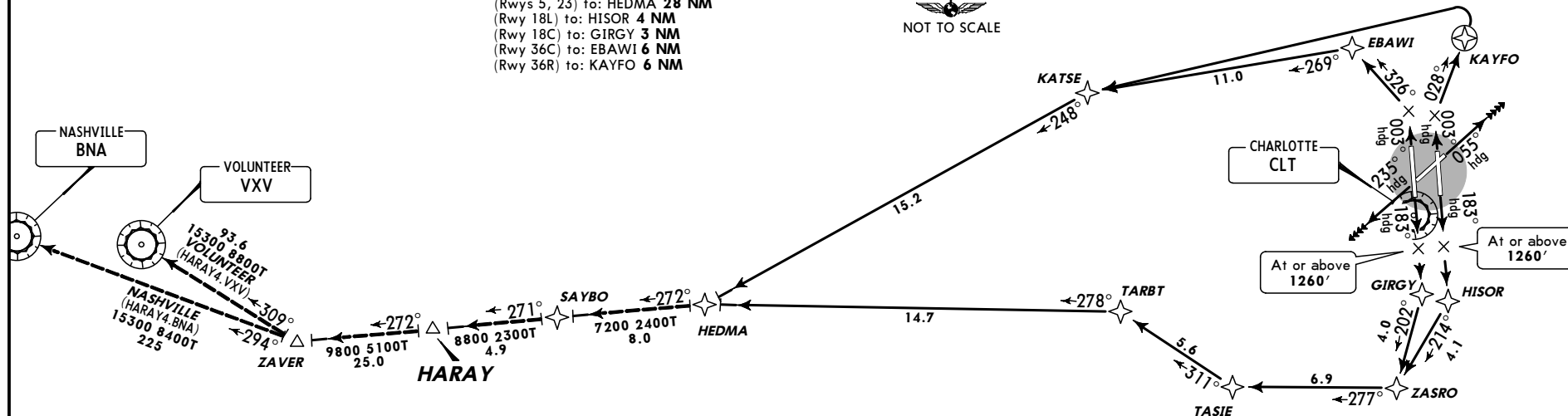
CHARLOTTE Departure (R) 120.5	Apt Elev 748'	Trans level: FL180 Trans alt: 18000'	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for take-off Rwy 18L/C, 36C/R; BZM, SPA and SUG DMEs must be operational for take-off Rwy 5, 23. 8. Accelerate to 250 KT, if unable, advise ATC.
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Direct distance from Charlotte/Douglas Intl
 (Rwys 5, 23) to: HEDMA **28 NM**
 (Rwy 18L) to: HISOR **4 NM**
 (Rwy 18C) to: GIRGY **3 NM**
 (Rwy 36C) to: EBAWI **6 NM**
 (Rwy 36R) to: KAYFO **6 NM**



**HARAY FOUR RNAV DEPARTURE
 (HARAY4.HARAY)**
**SPEED DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**



This SID requires take-off minimums
 (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if
 authorized) with minimum climb of 275' per NM
 to **2000'**. ATC climb of 500' per NM to **1260'**.
 Rwys 18L/C, 23, 36C/R: ATC climb of 500' per
 NM to **1260'**.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to HEDMA, then via depicted route.	MAINTAIN 8000'
18L	Climb heading 183° to 1260' , then direct HISOR, then via depicted route to HEDMA.	
18C	Climb heading 183° to 1260' , then direct GIRGY, then via depicted route to HEDMA.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to HEDMA, then via depicted route.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to HEDMA.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then LEFT turn direct KATSE, then via depicted route to HEDMA.	
ROUTING		
EXPECT clearance to filed altitude within 10 minutes after departure.		

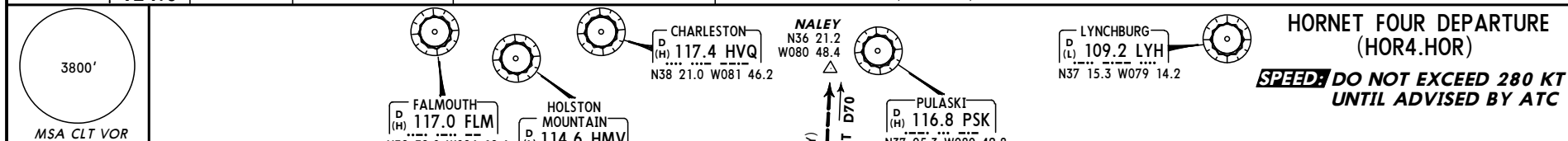
KCLT/CLT
CHARLOTTE/DOUGLAS INTL



9 JAN 09 **10-3E** Eff 15 Jan

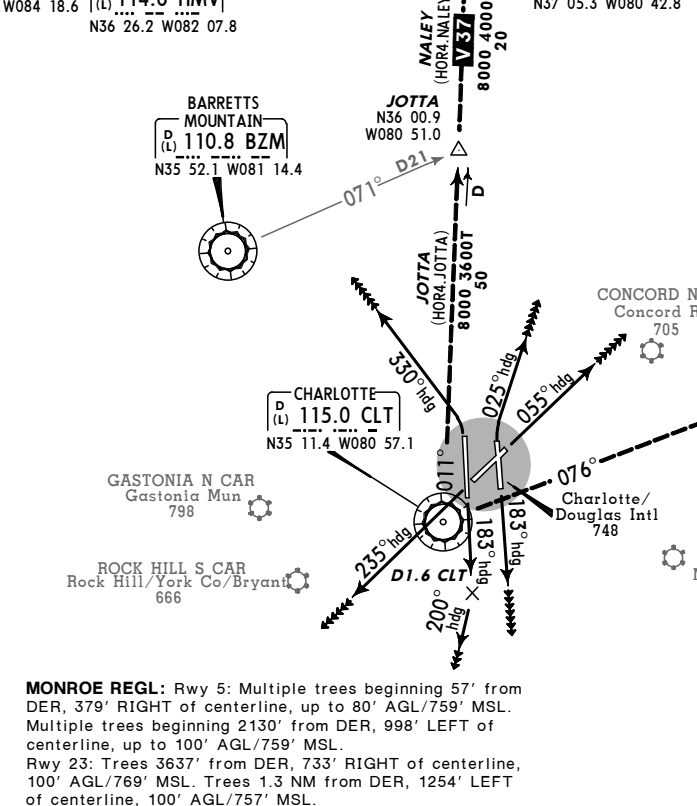
**CHARLOTTE,
N CAR**
SID

CHARLOTTE Departure (R) JOTTA & NALEY MERIL Transitions Transition 120.5 124.0	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000'	1. RADAR and DME required. 2. For turbojets only. 3. Also serves 1	4. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 5. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery. 6. GASTONIA MUN, MONROE REGL only: Transponder code will be issued via Charlotte Clearance Delivery. 7. Accelerate to 250 KT, if unable, advise ATC.
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HORNET FOUR DEPARTURE (HOR4.HOR)
SPEED: DO NOT EXCEED 280 KT UNTIL ADVISED BY ATC

OBSTACLES
CHARLOTTE/DOUGLAS INTL: Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.
CONCORD REGL: Rwy 2: Multiple poles and trees beginning 2444' from DER, 6' LEFT of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from DER, 242' RIGHT of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from DER, 2049' LEFT of centerline, 164' AGL/908' MSL.
 Rwy 20: Multiple street lights beginning 3047' from DER, 196' RIGHT of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1581' RIGHT of centerline, up to 100' AGL/849' MSL.
GASTONIA MUN: Rwy 3: Multiple trees beginning 1200' from DER, 433' LEFT of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from DER, 371' RIGHT of centerline, up to 136' AGL/885' MSL.
 Rwy 21: Antenna and multiple trees beginning 269' from DER, 210' LEFT of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from DER, 264' RIGHT of centerline, up to 136' AGL/885' MSL.



MONROE REGL: Rwy 5: Multiple trees beginning 57' from DER, 379' RIGHT of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from DER, 998' LEFT of centerline, up to 100' AGL/759' MSL.
 Rwy 23: Trees 3637' from DER, 733' RIGHT of centerline, 100' AGL/769' MSL. Trees 1.3 NM from DER, 1254' LEFT of centerline, 100' AGL/757' MSL.

Direct distance to CLT from:
 Charlotte/Douglas Intl **1 NM**
 Direct distance to CLT from:
1 AIRPORTS SERVED
 Concord Regl **17 NM**
 Gastonia Mun **10 NM**
 Monroe Regl **19 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rws 5, 18L/C, 23, 36C/R: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1000', or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.
 Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 267' per NM to 2500'.
GASTONIA MUN: Rws 3, 21: Standard (or lower than standard, if authorized).
MONROE REGL: Rws 5, 23: Standard (or lower than standard, if authorized).

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwy 5: Climb heading 055°. Rwy 18L: Climb heading 183°. Rwy 18C: Climb heading 183° until passing D1.6 CLT, then turn RIGHT heading 200°. Rwy 23: Climb heading 235°. Rwy 36C: Climbing LEFT turn heading 330°. Rwy 36R: Climbing RIGHT turn heading 025°.	MAINTAIN 8000'
CONCORD REGL	Rwy 2: Climb heading 016°. Rwy 20: Climb heading 196°.	MAINTAIN 3000'
GASTONIA MUN	Rwy 3: Climb heading 034°. Rwy 21: Climb heading 214°.	MAINTAIN 3400'
MONROE REGL	Rwy 5: Climb heading 053°. Rwy 23: Climb heading 233°.	MAINTAIN 3000'

ROUTING
 EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
267' per NM	334	445	668	890	1113	1335

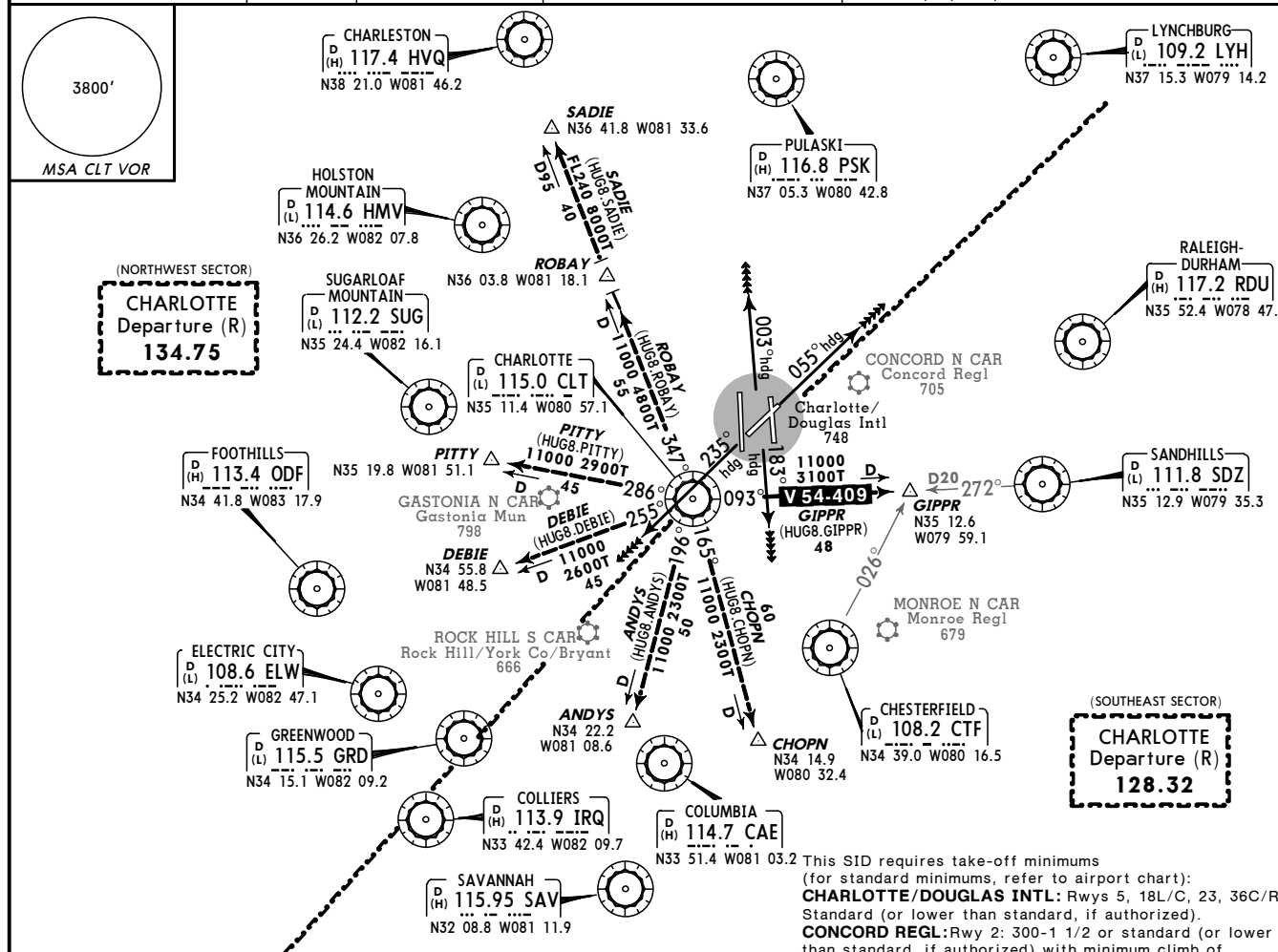
KCLT/CLT
 CHARLOTTE/DOUGLAS INTL



9 JAN 09 10-3F Eff 15 Jan

SID

- | | | | | |
|---|----------------------|---|--|--|
| FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC | Apt Elev See Graphic | Trans level: FL180
Trans alt: 18000' | 1. RADAR and DME required.
2. For propeller aircraft only.
3. Also serves 1 | 4. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
5. CONCORD REGL only: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.
6. GASTONIA MUN, MONROE REGL only: Transponder code will be issued via Charlotte Clearance Delivery.
7. Turboprops: Operate in a manner that will result in best forward speed and climb rate. |
|---|----------------------|---|--|--|



HUGO EIGHT DEPARTURE (HUG8.HUG)

Direct distance to CLT from:
 Charlotte/Douglas Intl 1 NM

Direct distance to CLT from:
1 AIRPORTS SERVED
 Concord Regl 17 NM
 Gastonia Mun 10 NM
 Monroe Regl 19 NM

NOT TO SCALE

OBSTACLES
CHARLOTTE/DOUGLAS INTL: Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL. Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL. Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL. Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL. Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL. Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

CONCORD REGL: Rwy 2: Multiple poles and trees beginning 2444' from DER, 6' LEFT of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from DER, 242' RIGHT of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from DER, 2049' LEFT of centerline, 164' AGL/908' MSL.

Rwy 20: Multiple street lights beginning 3047' from DER, 196' RIGHT of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from DER, 1581' RIGHT of centerline, up to 100' AGL/849' MSL.

GASTONIA MUN: Rwy 3: Multiple trees beginning 1200' from DER, 433' LEFT of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from DER, 371' RIGHT of centerline, up to 136' AGL/885' MSL.

Rwy 21: Antenna and multiple trees beginning 269' from DER, 210' LEFT of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from DER, 264' RIGHT of centerline, up to 136' AGL/885' MSL.

MONROE REGL: Rwy 5: Multiple trees beginning 57' from DER, 379' RIGHT of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from DER, 998' LEFT of centerline, up to 100' AGL/759' MSL.

Rwy 23: Trees 3637' from DER, 733' RIGHT of centerline, 100' AGL/769' MSL. Trees 1.3 NM from DER, 1254' LEFT of centerline, 100' AGL/757' MSL.

AIRPORT	INITIAL CLIMB	ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwy 5: Climb heading 055°. Rwy 18L/C: Climb heading 183°. Rwy 23: Climb heading 235°. Rwy 36C/R: Climb heading 003°.	MAINTAIN 4000'
CONCORD REGL	Rwy 2: Climb heading 016°. Rwy 20: Climb heading 196°.	MAINTAIN 3000'
GASTONIA MUN	Rwy 3: Climb heading 034°. Rwy 21: Climb heading 214°.	MAINTAIN 3400'
MONROE REGL	Rwy 5: Climb heading 053°. Rwy 23: Climb heading 233°.	MAINTAIN 3000'

This SID requires take-off minimums (for standard minimums, refer to airport chart):
CHARLOTTE/DOUGLAS INTL: Rws 5, 18L/C, 23, 36C/R: Standard (or lower than standard, if authorized).
CONCORD REGL: Rwy 2: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1000', or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 267' per NM to 2500'.
GASTONIA MUN: Rws 3, 21: Standard (or lower than standard, if authorized).
MONROE REGL: Rws 5, 23: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
267' per NM	334	445	668	890	1113	1335

ROUTING
 EXPECT RADAR vectors to intercept filed/assigned transition or enroute fix/navaid.
 EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: GIPPR formation.

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL

JEPPESEN
 9 JAN 09 (10-3G) Eff 15 Jan

CHARLOTTE,
 N CAR
 RNAV SID

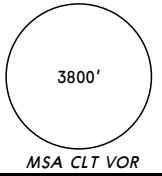
CHARLOTTE
 Departure (R)
120.5

Apt Elev
748'

Trans level: FL180
 Trans alt: 18000'

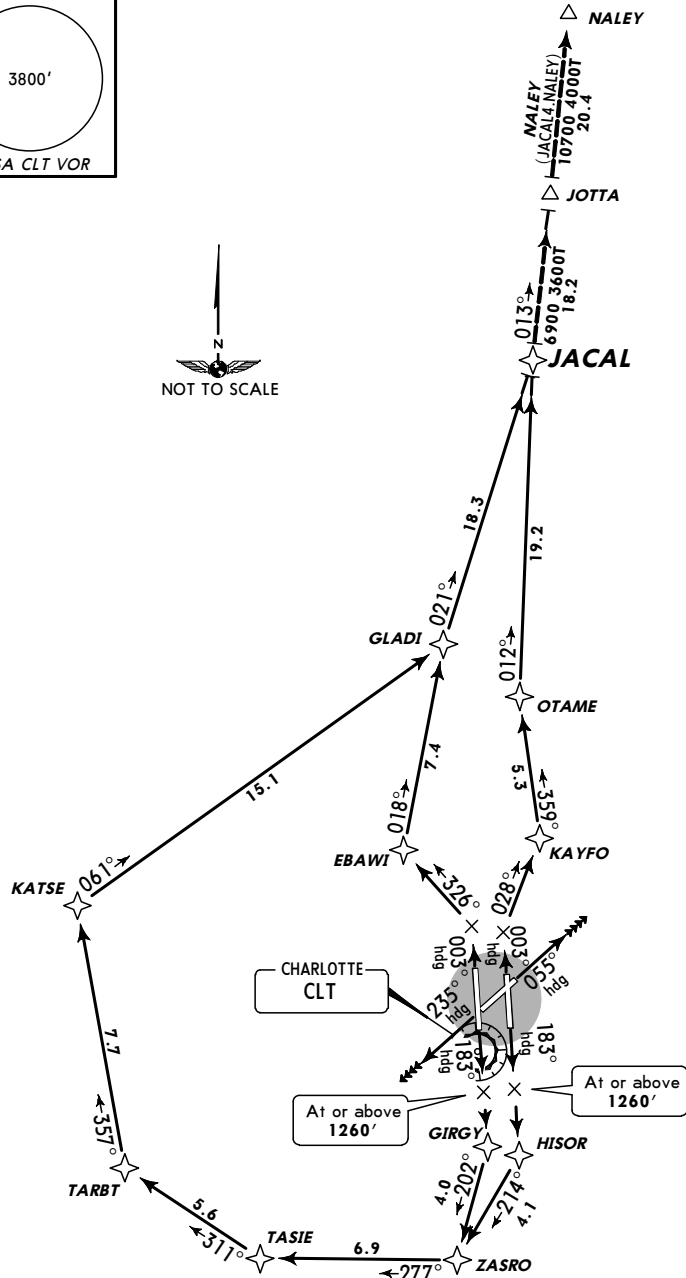
1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. For turbojets only.
5. If unable to accept climb rates, advise ATC on initial contact.

6. Transponder code will be issued via PDC or Charlotte clearance delivery.
7. For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for take-off Rwy 18L/C and 36R; GSO DME must be operational for take-off Rwy 36C; BZM and CLT DMEs must be operational for take-off Rwy 5, 23.
8. Accelerate to 250 KT, if unable, advise ATC.



**JACAL FOUR RNAV DEPARTURE
 (JACAL4.JACAL)**
**SPEED: DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**

Direct distance from Charlotte/Douglas Intl
 (Rwys 5, 23) to: JACAL **30 NM**
 (Rwy 18L) to: HISOR **4 NM**
 (Rwy 18C) to: GIRGY **3 NM**
 (Rwy 36C) to: EBAWI **6 NM**
 (Rwy 36R) to: KAYFO **6 NM**



OBSTACLES
 Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275' per NM to **2000'**. ATC climb of 500' per NM to **1260'**.
 Rwys 18L/C, 23, 36C/R: ATC climb of 500' per NM to **1260'**.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500

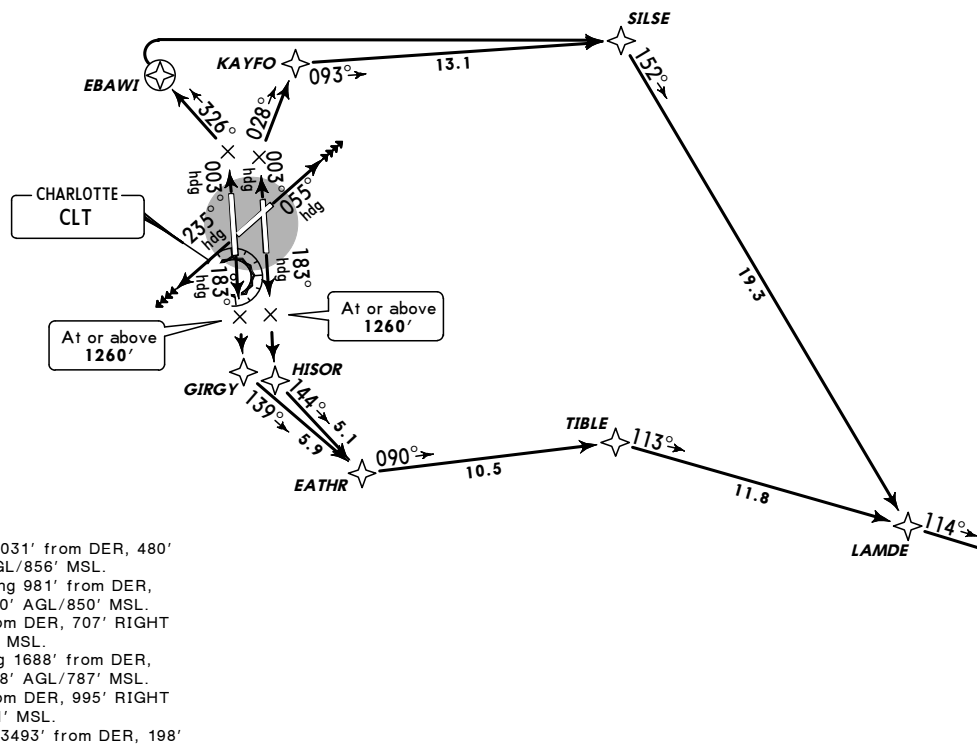
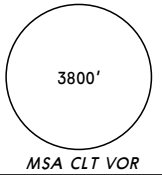
RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to JACAL.	MAINTAIN 8000'
18L	Climb heading 183° to 1260' , then direct HISOR, then via depicted route to JACAL.	
18C	Climb heading 183° to 1260' , then direct GIRGY, then via depicted route to JACAL.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to JACAL.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to JACAL.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to JACAL.	

ROUTING
 EXPECT clearance to filed altitude within 10 minutes after departure.

KCLT/CLT
CHARLOTTE/DOUGLAS INTL

JEPPESEN
 9 JAN 09 **(10-3H)** Eff 15 Jan **RNAV SID**

CHARLOTTE Departure (R) 124.0	Apt Elev 748'	Trans level: FL180 Trans alt: 18000'	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. For turbojets only.	5. If unable to accept climb rates, advise ATC on initial contact. 6. Transponder code will be issued via PDC or Charlotte clearance delivery. 7. For non-GPS equipped aircraft: GSO DME must be operational for take-off Rwys 18L/C; BZM and CLT DMEs must be operational for take-off Rwy 36C; CTF DME must be operational for take-off Rwy 5, 23. 8. Accelerate to 250 KT, if unable, advise ATC.
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LILLS FOUR RNAV DEPARTURE
(LILLS4.LILLS)
SPEED DO NOT EXCEED 280 KT
UNTIL ADVISED BY ATC

Direct distance from Charlotte/Douglas Intl
 (Rwys 5, 23) to: LAMDE **28 NM**
 (Rwy 18L) to: HISOR **4 NM**
 (Rwy 18C) to: GIRGY **3 NM**
 (Rwy 36C) to: EBAWI **6 NM**
 (Rwy 36R) to: KAYFO **6 NM**

OBSTACLES

Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275' per NM to **2000'**. ATC climb of 500' per NM to **1260'**.
 Rwys 18L/C, 23, 36C/R: ATC climb of 500' per NM to **1260'**.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500



RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to LAMDE.	MAINTAIN 8000'
18L	Climb heading 183° to 1260' , then direct HISOR, then via depicted route to LAMDE.	
18C	Climb heading 183° to 1260' , then direct GIRGY, then via depicted route to LAMDE.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to LAMDE.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then RIGHT turn direct SILSE, then via depicted route to LAMDE.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to LAMDE.	
ROUTING		
Via depicted route to LILLS. EXPECT clearance to filed altitude within 10 minutes after departure.		

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL

JEPPESEN
 9 JAN 09 (10-3J) Eff 15 Jan

**CHARLOTTE,
 N CAR**
RNAV SID

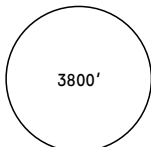
CHARLOTTE
 Departure (R)
124.0

Apt Elev
748'

Trans level: FL180
 Trans alt: 18000'

1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. For turbojets only.

5. If unable to accept climb rates, advise ATC on initial contact.
6. Transponder code will be issued via PDC or Charlotte clearance delivery.
7. For non-GPS equipped aircraft: CLT and CTF DMEs must be operational for take-off Rws 18L/C; BZM and CLT DMEs must be operational for take-off Rwy 36C; BZM DME must be operational for take-off Rwy 36R; CLT and GSO DMEs must be operational for take-off Rws 5, 23.
8. Accelerate to 250 KT, if unable, advise ATC.

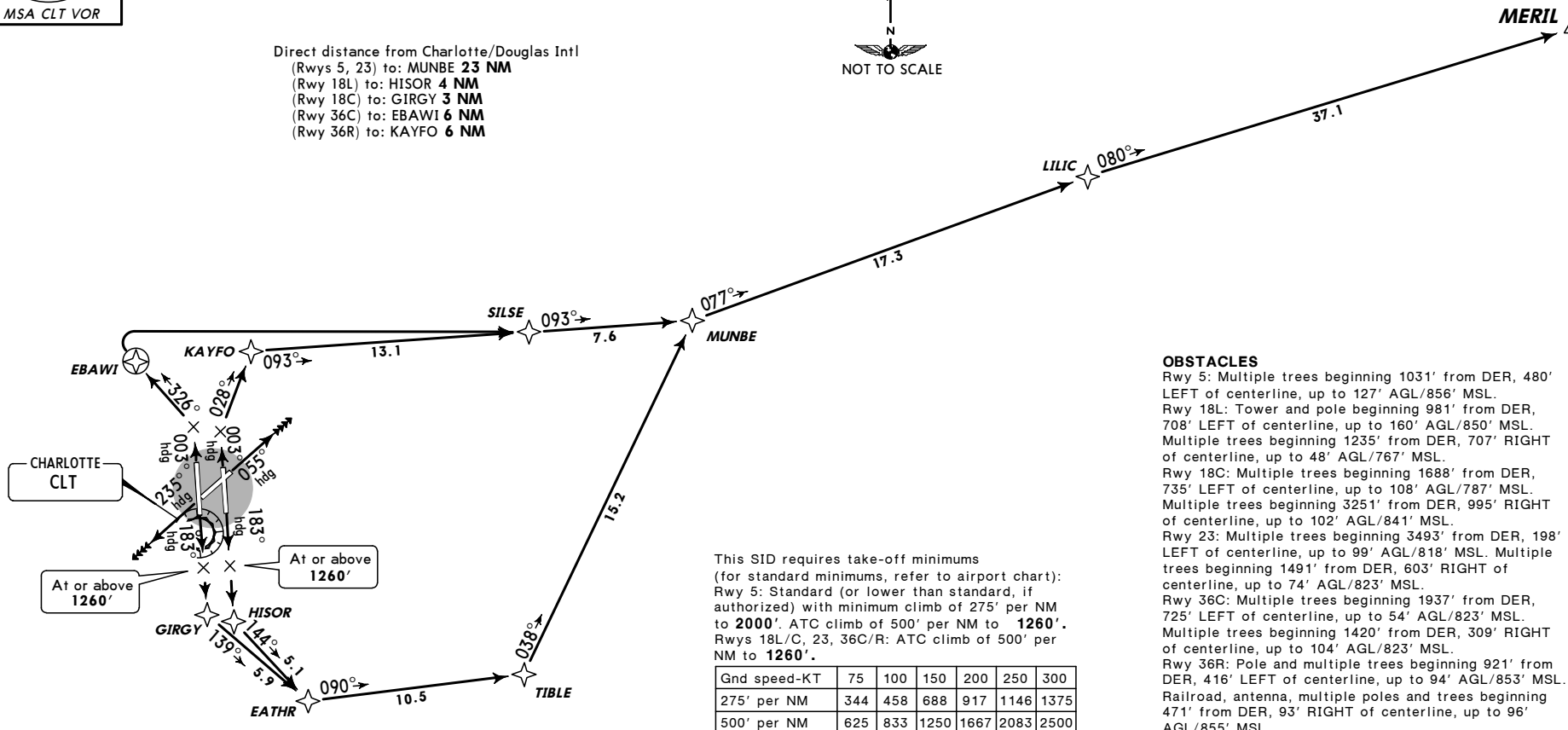


MSA CLT VOR

Direct distance from Charlotte/Douglas Intl
 (Rws 5, 23) to: MUNBE **23 NM**
 (Rwy 18L) to: HISOR **4 NM**
 (Rwy 18C) to: GIRGY **3 NM**
 (Rwy 36C) to: EBAWI **6 NM**
 (Rwy 36R) to: KAYFO **6 NM**



**MERIL FOUR RNAV DEPARTURE
 (MERIL4.MERIL)**
**SPEED DO NOT EXCEED 280 KT
 UNTIL ADVISED BY ATC**



OBSTACLES
 Rwy 5: Multiple trees beginning 1031' from DER, 480' LEFT of centerline, up to 127' AGL/856' MSL.
 Rwy 18L: Tower and pole beginning 981' from DER, 708' LEFT of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from DER, 707' RIGHT of centerline, up to 48' AGL/767' MSL.
 Rwy 18C: Multiple trees beginning 1688' from DER, 735' LEFT of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from DER, 995' RIGHT of centerline, up to 102' AGL/841' MSL.
 Rwy 23: Multiple trees beginning 3493' from DER, 198' LEFT of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from DER, 603' RIGHT of centerline, up to 74' AGL/823' MSL.
 Rwy 36C: Multiple trees beginning 1937' from DER, 725' LEFT of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from DER, 309' RIGHT of centerline, up to 104' AGL/823' MSL.
 Rwy 36R: Pole and multiple trees beginning 921' from DER, 416' LEFT of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from DER, 93' RIGHT of centerline, up to 96' AGL/855' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 5: Standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 2000'. ATC climb of 500' per NM to 1260'.
 Rws 18L/C, 23, 36C/R: ATC climb of 500' per NM to 1260'.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
500' per NM	625	833	1250	1667	2083	2500

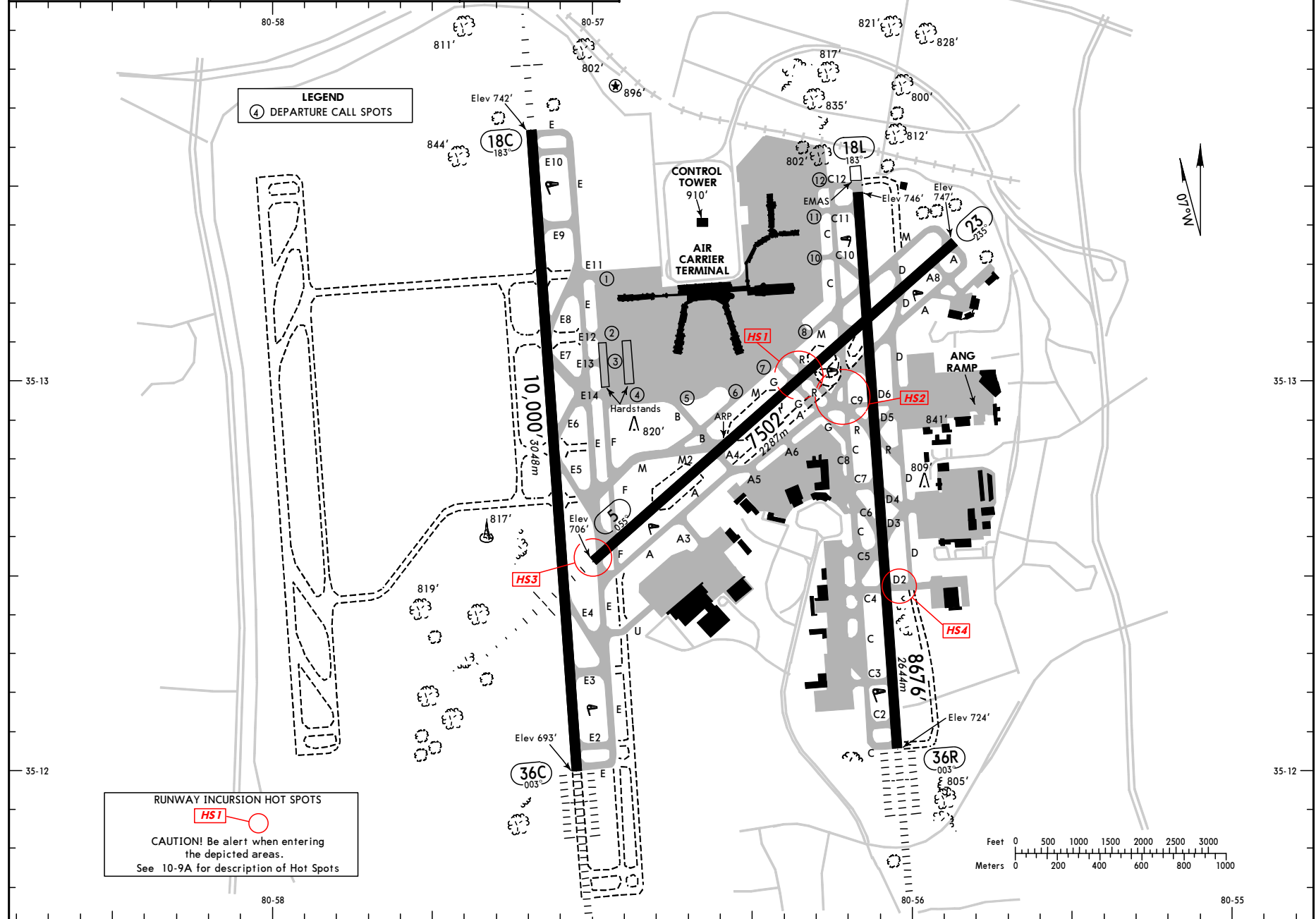
RWY	INITIAL CLIMB	ALTITUDE
5	Climb heading 055° or as assigned by ATC, EXPECT vectors to MUNBE.	MAINTAIN 8000'
18L	Climb heading 183° to 1260', then direct HISOR, then via depicted route to MUNBE.	
18C	Climb heading 183° to 1260', then direct GIRGY, then via depicted route to MUNBE.	
23	Climb heading 235° or as assigned by ATC, EXPECT vectors to MUNBE.	
36C	Climb heading 003° to intercept the 326° course to EBAWI, then RIGHT turn direct SILSE, then via depicted route to MUNBE.	
36R	Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to MUNBE.	
ROUTING		
Via depicted route to MERIL. EXPECT clearance to filed altitude within 10 minutes after departure.		

KCLT/CLT


Apt Elev **748'** 24 JUL 09
N35 12.8 W080 56.6

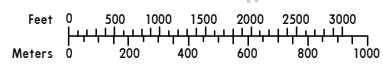
JEPPESEN CHARLOTTE, N CAR
(10-9) CHARLOTTE/DOUGLAS INTL

D-ATIS Departure VOT 112.0	ACARS: D-ATIS PDC TWIP	CHARLOTTE Clearance 127.15	Ramp Control Inbound 129.8 Outbound 131.6	Ground 360°-179° 121.9 180°-359° 121.8
Tower		CHARLOTTE Departure (R)		
Rwys 5-23 & 18L-36R 118.1	Rwy 18C-36C 126.4	001°-119° 128.32	8000' & below 120°-245° 120.05	above 8000' 246°-074° 134.75
			075°-245° 120.5	124.0



LEGEND
④ DEPARTURE CALL SPOTS

RUNWAY INCURSION HOT SPOTS
HS1 
CAUTION! Be alert when entering the depicted areas.
See 10-9A for description of Hot Spots



KCLT/CLT



CHARLOTTE, N CAR
CHARLOTTE/DOUGLAS INTL

GENERAL: ASDE-X Surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.
Birds in vicinity of airport.
Terminal Doppler Weather Radar.
Low-level wind shear alert system.
Successive or simultaneous departures from Runways 18L and 18C are authorized, with course divergence beginning no later than 3 miles from the departure end of parallel runways, due to noise abatement restrictions.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
5	HIRL CL MALSR VASI-L	grooved	RVR		6302'			150' 46m
					1921m			
23	HIRL CL REIL VASI-R	grooved	RVR		6387'			150' 46m
					1947m			
18C	HIRL CL MALSR PAPI-R (angle 3.0°)		RVR		8840'			150' 46m
					2694m			
36C	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)		RVR		9040'			150' 46m
					2755m			
18L	HIRL CL REIL ① VASI (3 bar)-R	grooved	RVR		7660'			150' 46m
					2335m			
36R	HIRL CL ALSF-II TDZ ② PAPI-R	grooved	RVR		7634'			150' 46m
					2327m			

- ① Upwind angle 3.25°, downwind angle 2.75°.
- ② Angle 3.00°

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Intersections of Twy R & G and Rwy 23.
- HS2** Intersection of Twy C9 and Rwy 18L, convergence of Twys R, A, C, and C9 along with grass island.
- HS3** Intersection of Twy E and Rwy 5.
- HS4** Intersection of Twy D2 and Rwy 36R.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 18L/C, 36C/R

Rwy 5, 23

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Both RVRs required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	CL, or RCLM & HIRL	3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10				Rollout RVR 10				
Rollout RVR 5	Rollout RVR 10								

OBSTACLE DP

Rwy 5; Climb heading 055° to 1700' before turning right.
Rwy 36C; Climb heading 003° to 1400' before turning left.

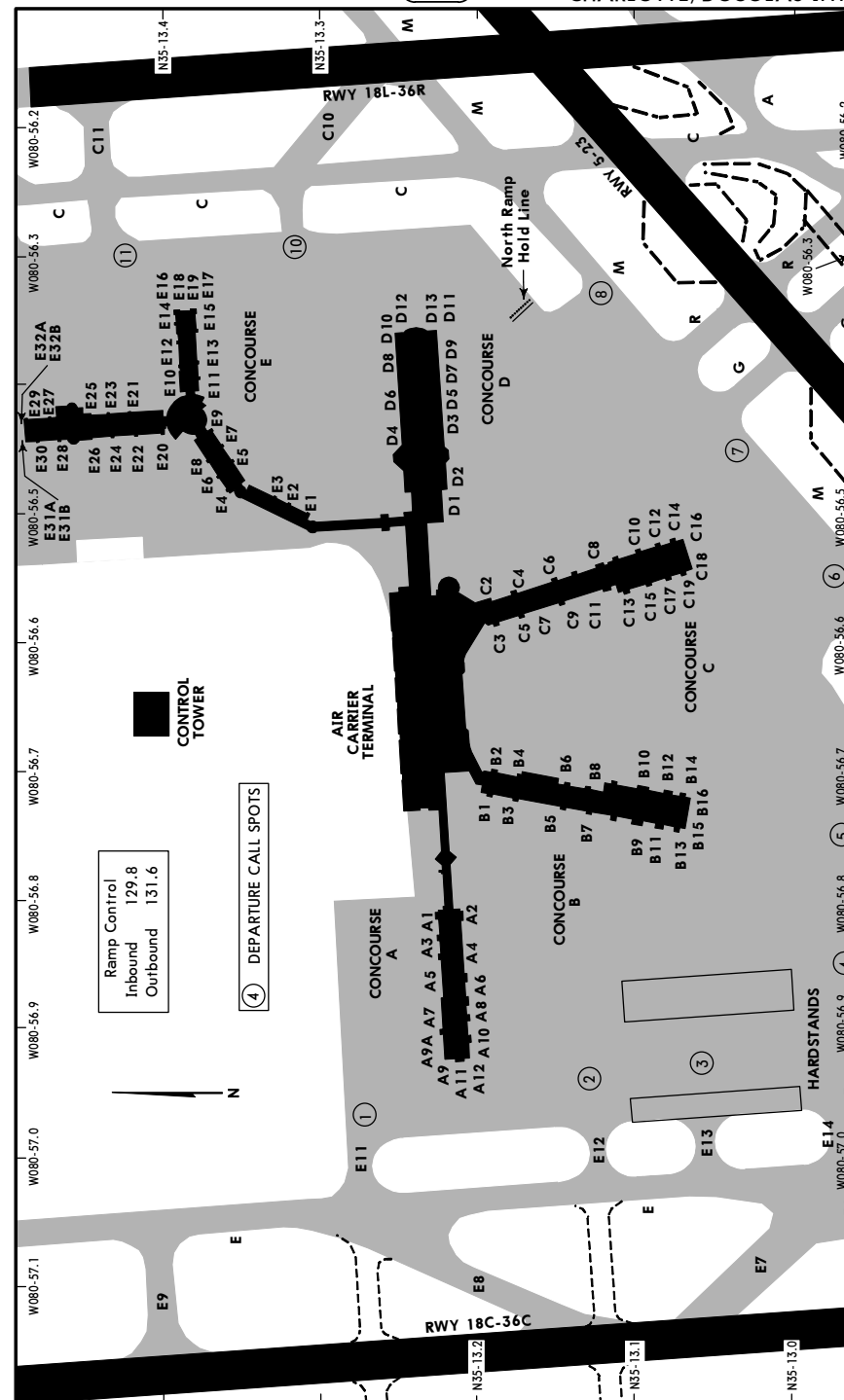
FOR FILING AS ALTERNATE

	ILS Rwy 5 ILS Rwy 18L/C ILS Rwy 36C/R	ILS Rwy 23	LOC All Rwys RNAV (GPS) All Rwys	Other
A				
B				
C	600-2	700-2	800-2	NA
D				

KCLT/CLT



CHARLOTTE, N CAR
CHARLOTTE/DOUGLAS INTL



KCLT/CLT

JEPPESEN
 24 JUL 09 (10-9C)

CHARLOTTE, N CAR
 CHARLOTTE/DOUGLAS INTL

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A		Concourse D	
A1 thru A4	N35 13.2 W080 56.8	D1, D2	N35 13.2 W080 56.5
A5 thru A12	N35 13.2 W080 56.9	D3	N35 13.2 W080 56.4
Concourse B		D4	N35 13.3 W080 56.4
B1 thru B5	N35 13.2 W080 56.7	D5	N35 13.2 W080 56.4
B6 thru B8	N35 13.1 W080 56.7	D6	N35 13.3 W080 56.4
B9	N35 13.1 W080 56.8	D7	N35 13.2 W080 56.4
B10	N35 13.1 W080 56.7	D8	N35 13.3 W080 56.4
B11	N35 13.1 W080 56.8	D9	N35 13.2 W080 56.4
Concourse C		D10	N35 13.3 W080 56.4
C2 thru C5	N35 13.2 W080 56.6	D11 thru D13	N35 13.2 W080 56.3
C6	N35 13.2 W080 56.5	Concourse E	
C7	N35 13.2 W080 56.6	E1 thru E3	N35 13.3 W080 56.5
C8	N35 13.1 W080 56.5	E4 thru E6	N35 13.4 W080 56.5
C9	N35 13.1 W080 56.6	E7	N35 13.4 W080 56.4
C10	N35 13.1 W080 56.5	E8	N35 13.4 W080 56.5
C11	N35 13.1 W080 56.6	E9 thru E13	N35 13.4 W080 56.4
C12	N35 13.1 W080 56.5	E14 thru E19	N35 13.4 W080 56.3
C13	N35 13.1 W080 56.6	E20	N35 13.4 W080 56.5
C14	N35 13.1 W080 56.5	E21	N35 13.4 W080 56.4
C15	N35 13.1 W080 56.6	E22	N35 13.4 W080 56.5
C16	N35 13.1 W080 56.5	E23	N35 13.4 W080 56.4
C17	N35 13.1 W080 56.6	E24	N35 13.4 W080 56.5
C18	N35 13.1 W080 56.5	E25	N35 13.4 W080 56.4
C19	N35 13.1 W080 56.6	E26	N35 13.4 W080 56.5
		E27	N35 13.5 W080 56.4
		E28	N35 13.5 W080 56.5
		E29	N35 13.5 W080 56.4
		E30	N35 13.5 W080 56.5
		E31A, E31B	N35 13.5 W080 56.4
		E32A, E32B	N35 13.5 W080 56.4

CHANGES: Parking gate coordinates.

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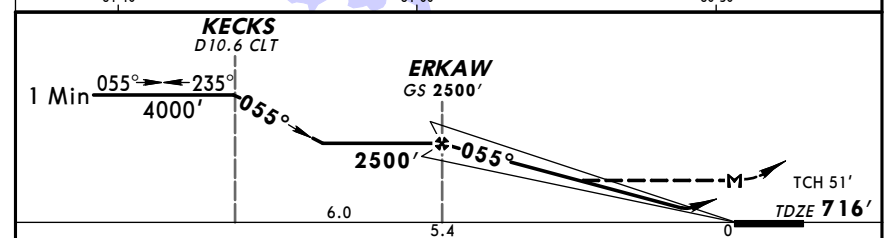
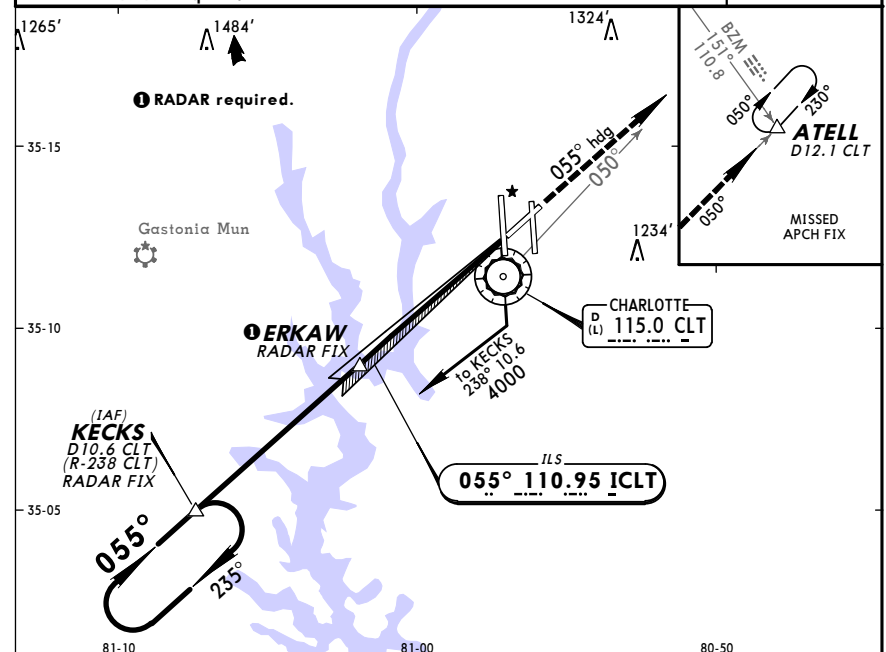
KCLT/CLT

JEPPESEN
 3 APR 09 (11-1)

CHARLOTTE, N CAR
 CHARLOTTE/DOUGLAS INTL ILS or LOC Rwy 5

D-ATIS Arrival	CHARLOTTE Approach (R) 8000' & Below				CHARLOTTE Tower Rwy		Ground	
121.15	Above 8000' 246°-074°	075°-245°	001°-119°	120°-245°	246°-360°	5-23 & 18L-36R	18C-36C	360°-179° 180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	121.9 121.8
LOC ICLT	Final Apch Crs	GS ERKAW	ILS DA(H)	Apt Elev 716'		3800'		
110.95	055°	2500' (1784')	916' (200')	TDZE 716'				

MISSED APCH: Climb to 4000' via 055° heading and outbound on CLT VOR R-050 to ATELL INT/D12.1 CLT and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or RADAR required. MSA CLT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R	4000'	055°	CLT
GS	3:00°	3:77	4:48	5:38	6:46	7:53	8:61	VASI	hdg	and 115.0 ATELL
ERKAW to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02			R-050

STRAIGHT-IN LANDING RWYS				CIRCLE-TO-LAND	
ILS DA(H) 916' (200')		LOC (GS out) MDA(H) 1140' (424')		Max Kts	
FULL	RAIL or ALS out	RAIL out	ALS out	90	1240' (492')-1
1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	120	1240' (492')-1 1/2
		RVR 40 or 3/4	RVR 60 or 1/4	140	1300' (552')-2
1 RVR 18 with Flight Director or Autopilot or HUD to DA.				2 Not Authorized at Night	

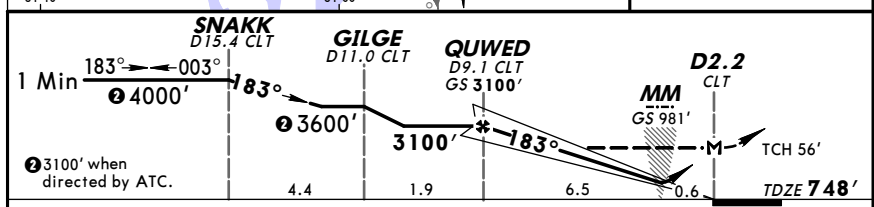
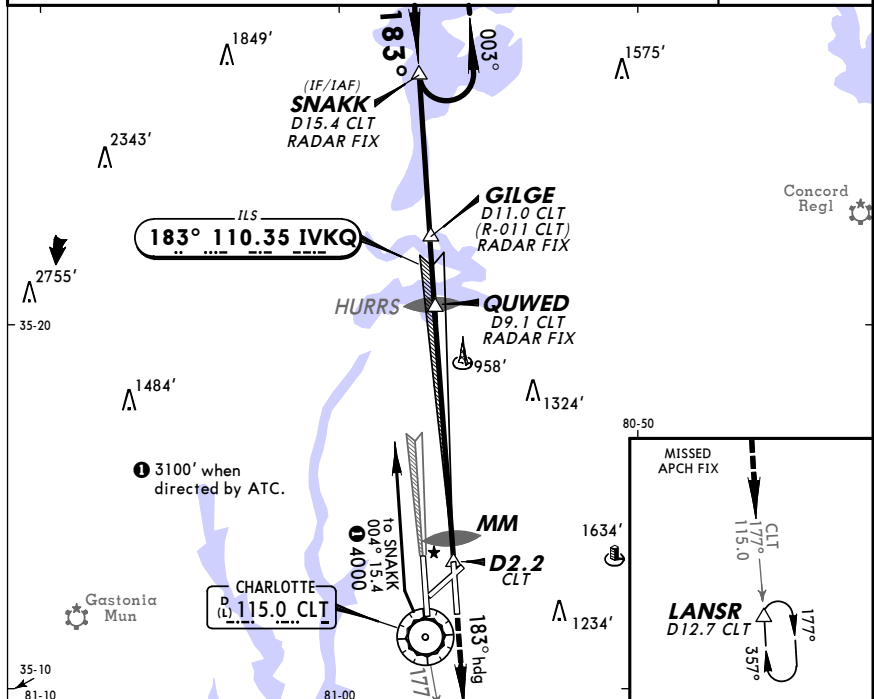
CHANGES: Notes added.

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KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 3 APR 09 (11-2)
CHARLOTTE, N CAR
 ILS or LOC Rwy 18L

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower Rwy		Ground	
	Above 8000'	8000' & Below			5-23 & 18L-36R	18C-36C	360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	121.9 121.8
LOC IVKQ	Final Apch Crs	GS QUWED	ILS DA(H)	Apt Elev 748'		3800'		
110.35	183°	3100' (2352')	1022' (274')	TDZE 748'				

MISSED APCH: Climb to 2600' via 183° heading then climb to 4000' outbound via CLT VOR R-177 to LANSR INT/D12.7 CLT and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. RADAR or DME required. 2. Simultaneous approaches authorized with Rwy 18C.
 3. VGSI and ILS glidepath not coincident.



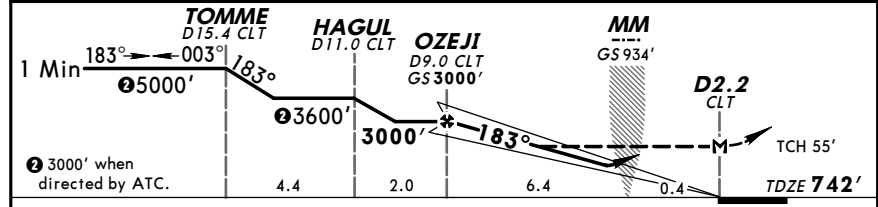
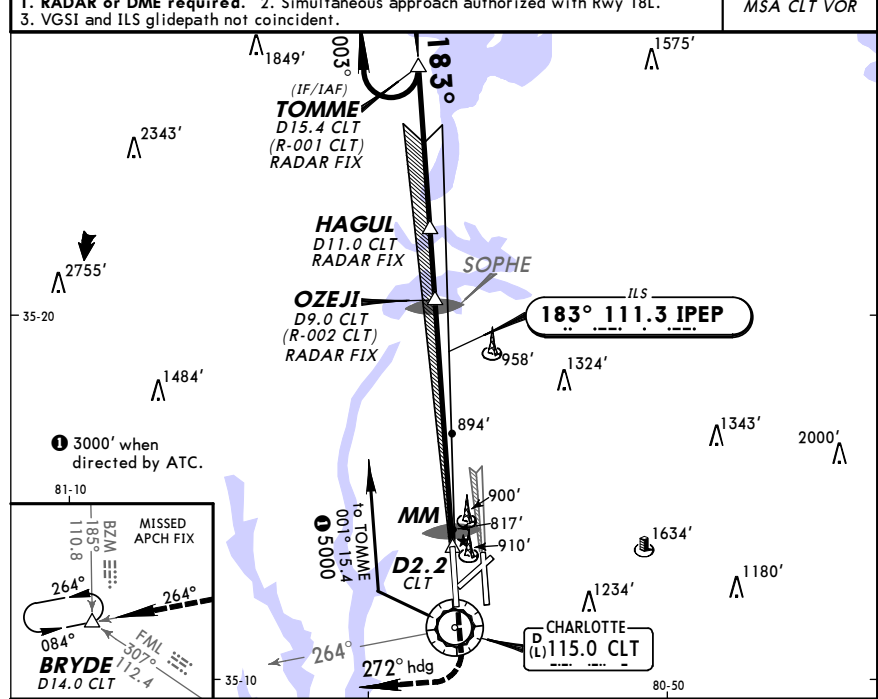
Gnd speed-Kts	70	90	100	120	140	160	REIL	2600'	183°	4000'	CLT
GS	3.00°	377	484	538	646	861		↑	hdg	↑	115.0
MAP at D2.2 CLT or QUWED to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40				

STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
ILS DA(H) 1022' (274')	LOC (GS out) MDA(H) 1280' (532')	DAY MDA(H)	NIGHT
A B C D	RVR 50 or 1	Max Kts 90	1280' (532') - 1
		120	NA
		140	
		165	1300' (552') - 2

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 NOV 08 (11-3) Eff 20 Nov
CHARLOTTE, N CAR
 ILS or LOC Rwy 18C

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower Rwy		Ground	
	Above 8000'	8000' & Below			5-23 & 18L-36R	18C-36C	360°-179°	180°-359°
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	121.9 121.8
LOC IPEP	Final Apch Crs	GS OZEJI	ILS DA(H)	Apt Elev 748'		3800'		
111.3	183°	3000' (2258')	942' (200')	TDZE 742'				

MISSED APCH: Climb to 1600' then climbing RIGHT turn to 5000' via 272° heading and outbound on CLT VOR R-264 to BRYDE INT/D14.0 CLT and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. RADAR or DME required. 2. Simultaneous approach authorized with Rwy 18L.
 3. VGSI and ILS glidepath not coincident.



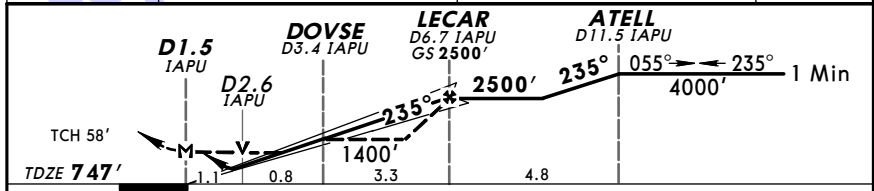
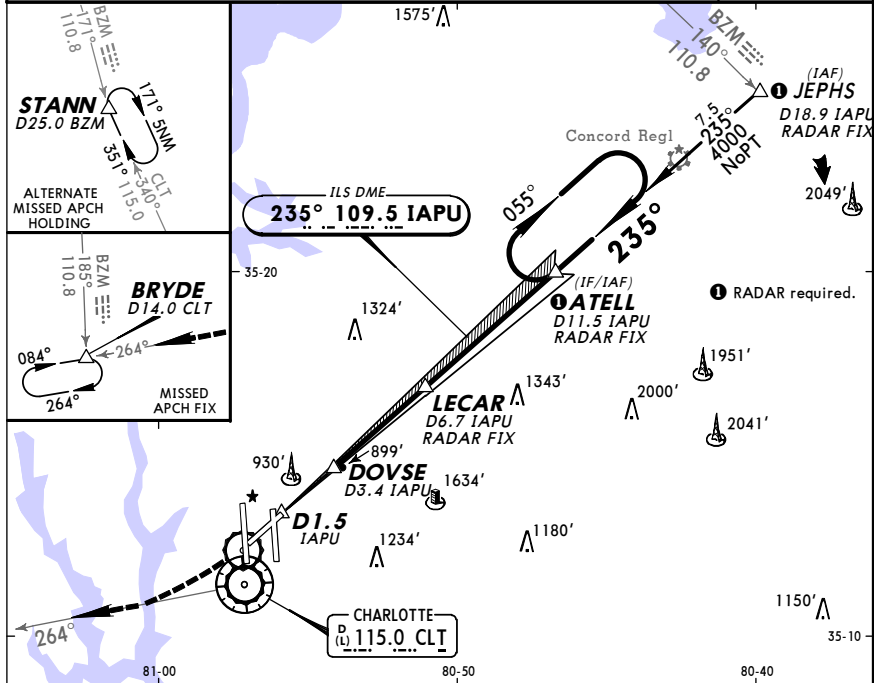
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1600'	5000'	272°	CLT
GS	3.00°	377	484	538	646	861		↑	RT	hdg	and 115.0
MAP at D2.2 CLT or OZEJI to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40				

STRAIGHT-IN LANDING RWY 18C		CIRCLE-TO-LAND	
ILS DA(H) 942' (200')	LOC (GS out) MDA(H) 1200' (458')	DAY MDA(H)	NIGHT
A B C D	RVR 24 or 1/2	Max Kts 90	1240' (492') - 1
		120	NA
		140	
		165	1300' (552') - 2

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 NOV 08 (11-4) Eff 20 Nov ILS OR LOC Rwy 23

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower Rwy		Ground
	Above 8000'	8000' & Below					
	246°-074°	075°-245°	1001°-119°	120°-245°	246°-360°	5-23 & 18L-36R	18C-36C
	121.15	120.5	124.0	128.32	120.05	134.75	118.1
	121.9	121.8					
LOC IAPU	Final Apch Crs	GS LECAR	ILS DA(H)	Apt Elev	Rwy		
109.5	235°	2500' (1753')	947' (200')	748'	360°-179° 180°-359°		

MISSED APCH: Climb to 1200' then climbing RIGHT turn to 3600' via CLT VOR R-264 outbound to BRYDE INT/D14.0 CLT and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. VGSI and ILS glidepath not coincident.



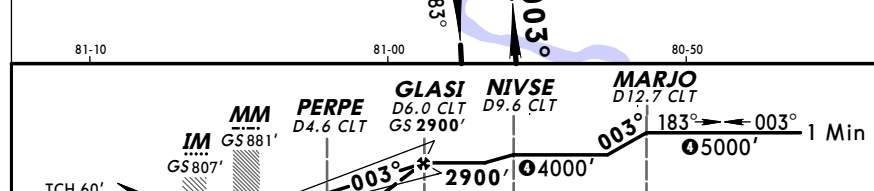
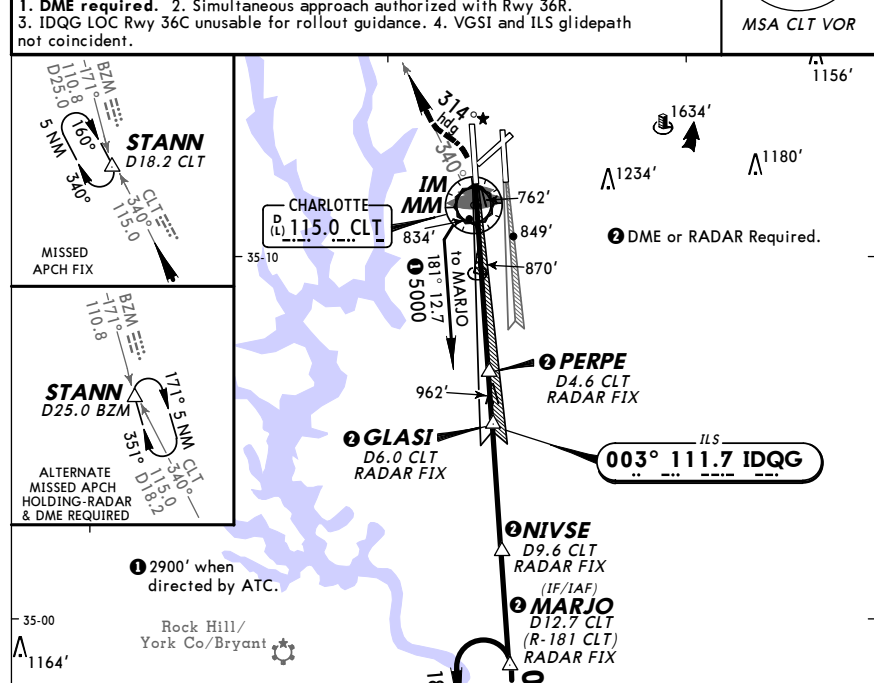
Gnd speed-Kts	70	90	100	120	140	160	REIL	1200'	3600'	CLT
GS	3:00°	3:77	4:48	5:38	6:46	7:53	VASI-R	↑	RT	115.0 BRYDE
MAP at D1.5 IAPU or LECAR to MAP	5.3	4:33	3:32	3:11	2:39	2:16				

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
A/B	ILS DA(H) 947' (200')	With DOVSE		Without DOVSE		Max Kts	Night
		MDA(H) 1160' (413')	MDA(H) 1400' (653')	MDA(H)	MDA(H)		
A		RVR 50 or 1	RVR 50 or 1	1240'(492')-1	1400'(652')-1	90	
B		RVR 50 or 1	RVR 50 or 1	1240'(492')-1	1400'(652')-1	120	
C	RVR 40 or 3/4		1 3/4	1240'(492')-1 1/2	1400'(652')-1 3/4	140	
D		RVR 60 or 1/4	2	1300'(552')-2	1400'(652')-2	165	

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 NOV 08 (11-5) Eff 20 Nov ILS or LOC Rwy 36C

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower Rwy		Ground
	Above 8000'	8000' & Below					
	246°-074°	075°-245°	1001°-119°	120°-245°	246°-360°	5-23 & 18L-36R	18C-36C
	121.15	120.5	124.0	128.32	120.05	134.75	126.4
	121.9	121.8					
LOC IDQG	Final Apch Crs	GS GLASI	ILS DA(H)	Apt Elev	Rwy		
111.7	003°	2900' (2193')	907' (200')	748'	360°-179° 180°-359°		

MISSED APCH: Climb to 1600' then climbing LEFT turn to 5000' via 314° heading and outbound on CLT VOR R-340 to STANN/D18.2 CLT and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME required. 2. Simultaneous approach authorized with Rwy 36R.
 3. IDQG LOC Rwy 36C unusable for rollout guidance. 4. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1600'	5000'	CLT
GS	3:00°	3:77	4:48	5:38	6:46	7:53	PAPI	↑	LT	314° and 115.0 R-340
GLASI to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28				

STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND			
A/B	ILS DA(H) 907' (200')	With DOVSE		Without DOVSE		Max Kts	Night
		MDA(H) 1120' (413')	MDA(H)	MDA(H)	MDA(H)		
A		RVR 24 or 1/2	RVR 50 or 1	1240'(492')-1	1400'(652')-1	90/120	
B		RVR 24 or 1/2	RVR 50 or 1	1240'(492')-1	1400'(652')-1	140	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	1240'(492')-1 1/2	1400'(652')-1 1/2	140	
D		RVR 24 or 1/2	RVR 60 or 1/4	1300'(552')-2	1400'(652')-2	165	

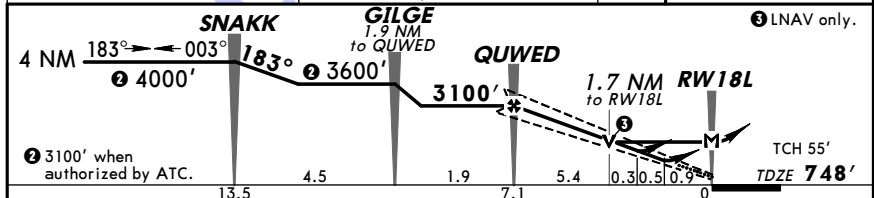
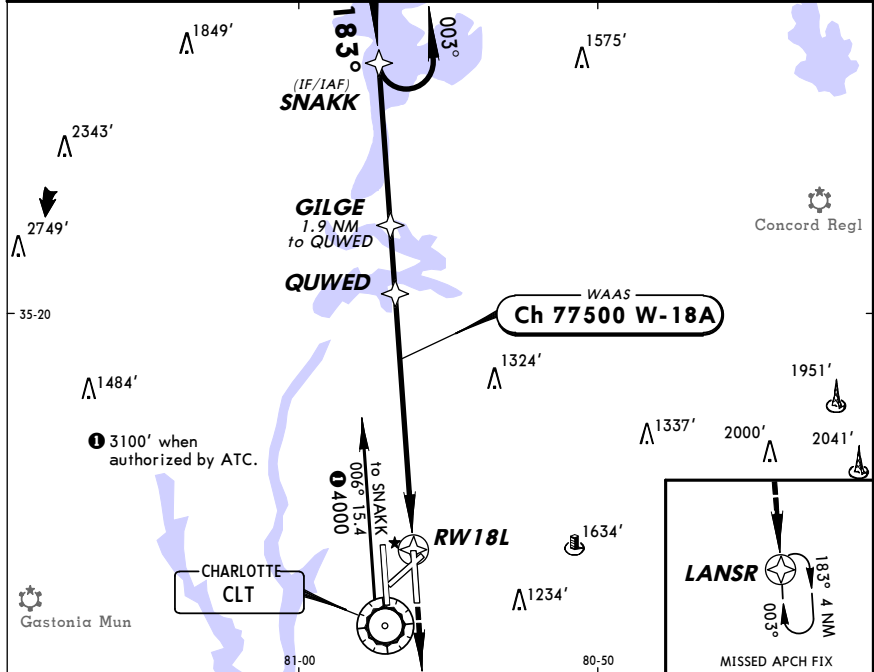
KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 JUL 06 (12-2)
CHARLOTTE, N CAR
 RNAV (GPS) Rwy 18L

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower		Ground	
121.15	Above 8000'	8000' & Below	Rwys		Rwy	360°-179° 180°-359°		
120.5	246°-074'	075°-245'	001°-119'	120°-245'	246°-360°	5-23 & 18L-36R	18R-36L	
121.15	120.5	124.0	128.32	120.05	134.75	118.1	126.4	
WAAS	Final	Minimum Alt	LPV	Apt Elev		3800'		
Ch 77500	183°	3100' (2352')	1080' (332')	748'		MSA RW18L		
W-18A	Apch Crs	QUWED	DA(H)	TDZE				

MISSED APCH: Climb to 4000' direct LANSR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Baro-VNAV not authorized below -16°C (4°F). 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident.



Gnd speed-Kts	70	90	100	120	140	160	REIL	4000'	→	LANSR
Glide Path Angle 3.00°	372	478	531	637	743	849	VASI-R			

MAP at RW18L

STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND			
LPV	RNAV/VNAV	RNAV	DAY	NIGHT		
DA(H) 1080' (332')	DA(H) 1240' (492')	MDA(H) 1280' (532')	DAY	NIGHT		
			1280' (532') - 1 3/4	NA		
RVR 60 or 1/4	1 3/4	1 1/2				
		1 3/4	1300' (552') - 2			

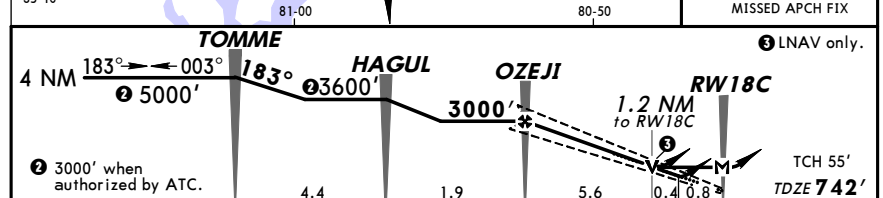
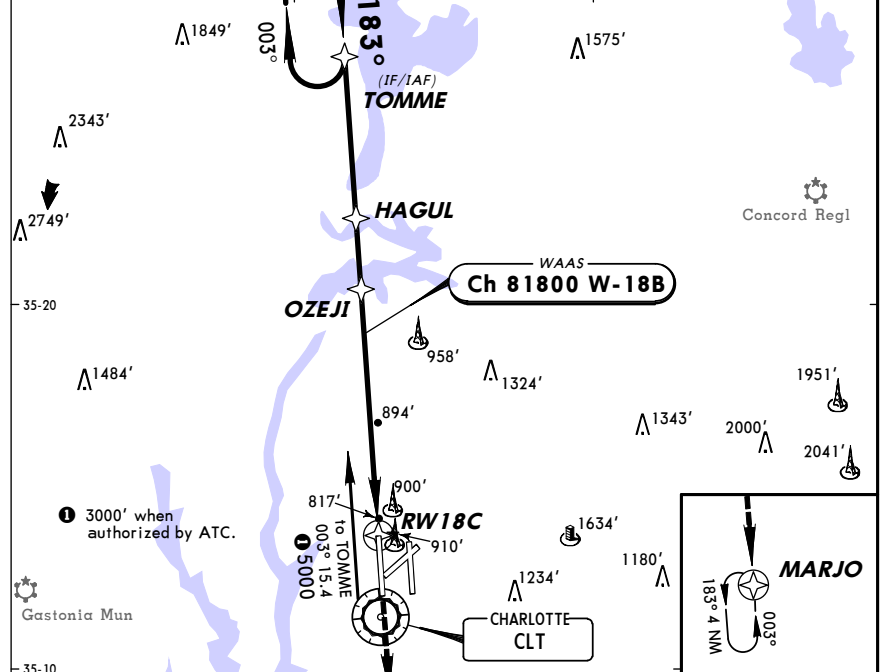
KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 NOV 08 (12-3) Eff 20 Nov 08
CHARLOTTE, N CAR
 RNAV (GPS) Rwy 18C

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower		Ground	
121.15	Above 8000'	8000' & Below	Rwys		Rwy	360°-179° 180°-359°		
120.5	246°-074'	075°-245'	001°-119'	120°-245'	246°-360°	18C-36C	5-23 & 18L-36R	
121.15	120.5	124.0	128.32	120.05	134.75	126.4	118.1	
WAAS	Final	Minimum Alt	LPV	Apt Elev		3800'		
Ch 81800	183°	3000' (2258')	1039' (297')	742'		MSA RW18C		
W-18B	Apch Crs	OZEJI	DA(H)	TDZE				

MISSED APCH: Climb to 5000' direct MARJO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALS	5000'	→	MARJO
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI			

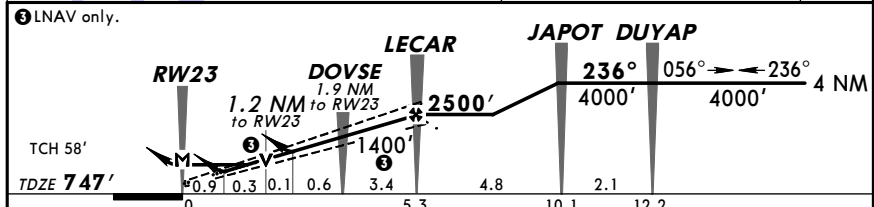
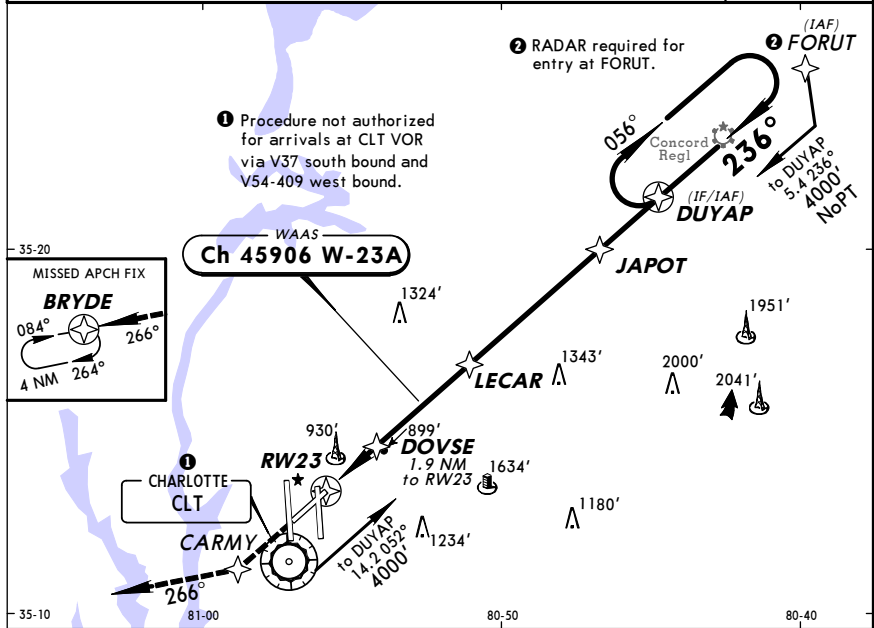
MAP at RW18C

STRAIGHT-IN LANDING RWY 18C			CIRCLE-TO-LAND			
LPV	RNAV/VNAV	RNAV	DAY	NIGHT		
DA(H) 1039' (297')	DA(H) 1200' (458')	MDA(H) 1200' (458')	DAY	NIGHT		
			1240' (492') - 1	NA		
RVR 24 or 1/2	RVR 50 or 1	1 1/2				
		1 1/2	1300' (552') - 2			

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 NOV 08 (12-4) Eff 20 Nov RNAV (GPS) Rwy 23

D-ATIS Arrival	CHARLOTTE Approach (R)			CHARLOTTE Tower Rwy		Ground	
121.15	Above 8000' 246°-074°	8000' & Below 075°-245°	001°-119°	120°-245°	5-23 & 18L-36R	18C-36C	360°-179° 180°-359°
121.15	120.5	124.0	128.32	120.05	118.1	126.4	121.9 121.8
WAAS Ch 45906 W-23A	Final Apch Crs 236°	Minimum Alt LECAR 2500' (1753')	LPV DA(H) 1095' (348')	Apt Elev 748' TDZE 747'	3800'		

MISSED APCH: Climb to 3600' direct CARMY and 266° track to BRYDE and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. VGSI and RNAV glidepath not coincident.



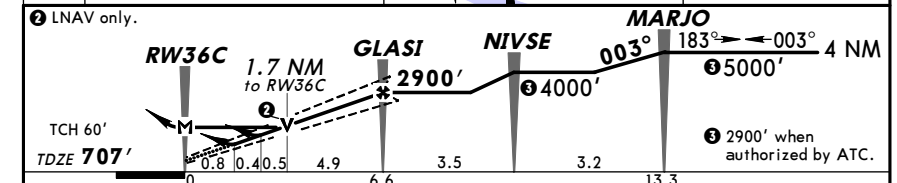
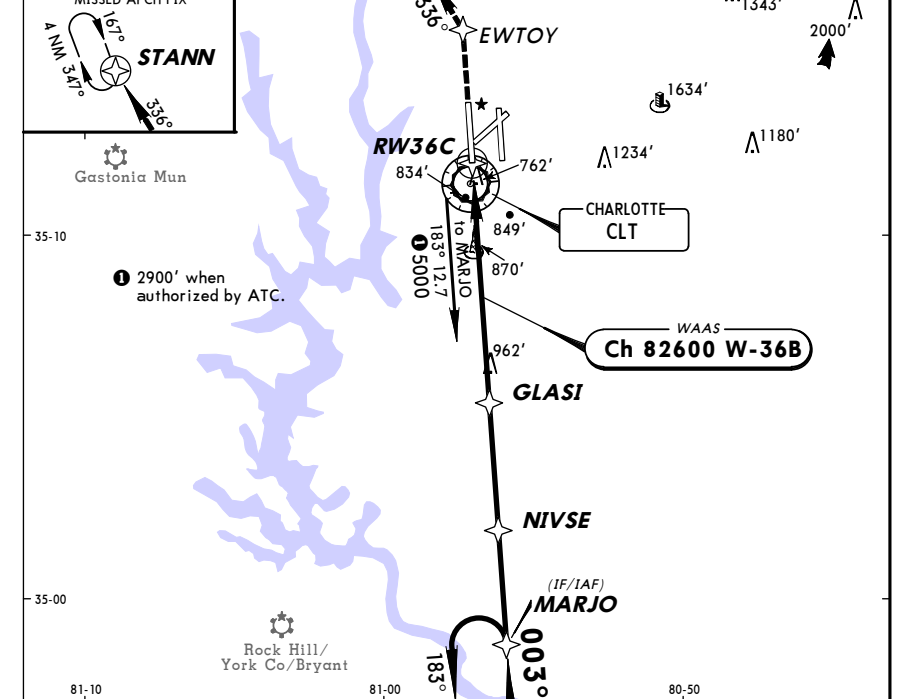
Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			

	STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND	
	LPV DA(H) 1095' (348')	LNAV/VNAV DA(H) 1222' (475')	LNAV MDA(H) 1180' (433')	DAY MDA(H)	NIGHT
A				1240' (492') -1	
B			RVR 50 or 1		
C	RVR 60 or 1/4	1 3/4		1240' (492') -1 1/2	NA
D			1 1/2	1300' (552') -2	

KCLT/CLT
 CHARLOTTE/DOUGLAS INTL 14 NOV 08 (12-5) Eff 20 Nov RNAV (GPS) Rwy 36C

D-ATIS Arrival	CHARLOTTE Approach (R)			CHARLOTTE Tower Rwy		Ground	
121.15	Above 8000' 246°-074°	8000' & Below 075°-245°	001°-119°	120°-245°	5-23 & 18L-36R	18C-36C	360°-179° 180°-359°
121.15	120.5	124.0	128.32	120.05	118.1	126.4	121.9 121.8
WAAS Ch 82600 W-36B	Final Apch Crs 003°	Minimum Alt GLASI 2900' (2193')	LPV DA(H) 990' (283')	Apt Elev 748' TDZE 707'	3800'		

MISSED APCH: Climb to 5000' direct EWTOY and via 336° track to STANN and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			

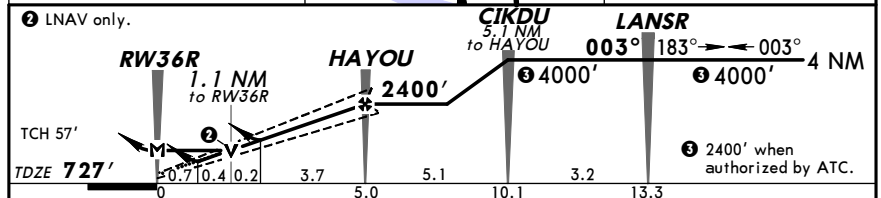
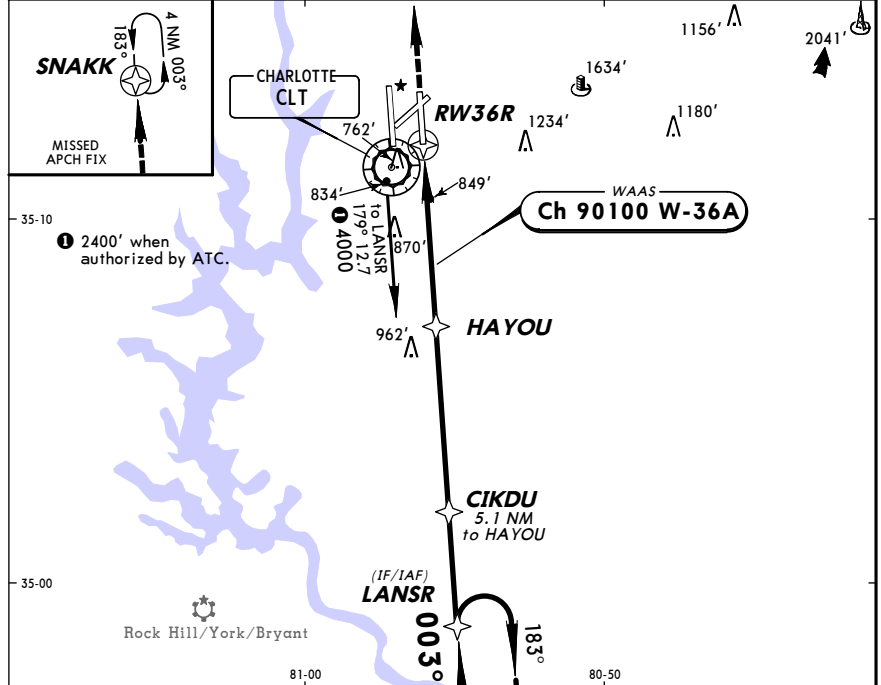
	STRAIGHT-IN LANDING RWY 36C			CIRCLE-TO-LAND	
	LPV DA(H) 990' (283')	LNAV/VNAV DA(H) 1140' (433')	LNAV MDA(H) 1300' (593')	DAY MDA(H)	NIGHT
A				1300' (552') -1	
B			RVR 24 or 1/2		
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1300' (552') -1 1/2	NA
D			1 1/2	1300' (552') -2	

KCLT/CLT CHARLOTTE/DOUGLAS INTL **JEPPESEN** **CHARLOTTE, N CAR**
Eff 20 Nov 12-6 **RNAV (GPS) Rwy 36R**

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower Rlys		Ground	
	Above 8000'	8000' & Below			1	Rwy		
	246°-074°	075°-245°	1001°-119°	120°-245°	246°-360°	5-23 & 18L-36R	18C-36C	360°-179° 180°-359°
	121.15	120.5	124.0	128.32	120.05	134.75	118.1 126.4	121.9 121.8

WAAAS Ch 90100 W-36A	Final Apch Crs 003°	Minimum Alt HAYOU 2400' (1673')	LPV DA(H) 1010' (283')	Apt Elev 748' TDZE 727'	3800'
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MISSED APCH: Climb to 4000' direct SNAKK and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Baro-VNAV not authorized below -16°C (4°F). 2. GPS or RNP-0.3 required.
 3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident.
 MSA RW36R



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	D → SNAKK
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW36R									

	STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
	LPV LNAV/VNAV		LNAV		DAY	NIGHT
	DA(H) 1010' (283')	DA(H) 1180' (453')	MDA(H) 1140' (413')	ALS out	MDA(H)	
A	ALS out			ALS out		
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	1240'(492')-1 1/2
C					RVR 40 or 3/4	NA
D					RVR 50 or 1	

TERPS 2.0Z